25.

CITY OF CAMBRIDGE
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EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

August 1, 1994

The Honorable, the City Council

I am pleased to forward for your use the final report, including an executive summary, from the North Cambridge Railroad Safety Study. This report is the product of the task force established in May of 1993 to look at the pedestrian safety problems along the Fitchburg Division Commuter Line in North Cambridge. The task force, which consisted of over 20 people from the abutting neighborhoods, City Departments, the MBTA, and representatives from our State Legislative Delegation, held numerous meetings, monitored the work of the consultant team, and sponsored two neighborhood wide meetings in order to come up with the set of recommendations presented in the report. These recommendations were supported by those in attendance at the final public meeting held on June 28, 1994.

The study clearly indicated that there are three distinct locations where large numbers of people are crossing the tracks. This resulted in a long-term recommendation, costing from five to seven million dollars, for three separate crossings, all connected by a linear path parallel to the railroad tracks. Although staging is possible, the study emphasized the importance of constructing all three crossings in order to fully address the problem.When considering this long-term proposal, we must balance the ideal solution with the financial resources of the City.

To move this project forward, the must secure non-city funds for these recommendations. Both the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and the State Transportation Bond Bill provide money which could be used for these improvements. However, the City can not apply for these funds directly but must seek a commitment from the MBTA to construct the improvements since they control the expenditure of both the State and Federal public transportation money available for this type of project. Although the MBTA has indicated a willingness to participate in the implementation of one grade separated crossing, that commitment is not sufficient to complete construction of the entire program.

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The City and the community must, therefore, launch a sustained advocacy effort to aggressively pursue a MBTA commitment to fund these improvements. This advocacy effort will also have to include pursuing other possible sources at the state and federal level which might fund pieces of the total program. One example of this would be to have the proposed connection of the Minuteman and Paul Dudley White bikeways follow an alignment that could provide one of the needed railroad crossings.

As far as short-term improvements are concerned, we are currently working with the MBTA to finalize the route and schedule for a shuttle bus, operated by them, which will help residents reach destinations such as the Fresh Pond Shopping Center and Danehy without having to use the railroad right-of-way. In addition, we are hoping to have the Rindge Avenue bus (Rte. 83) extended to the shopping center as soon as the new Alewife Brook Parkway Bridge is completed.

Very truly yours,

Robert W. Healy
City Manager

Conent Agenda # 25

Final report from the North Cambridge
Rilroad Safety Study.

In City Council,

August 1, 1994

Referred to
Order # 16 of
8/1/94 on motion
of Councillor
Kneeday.

CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER,
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NORTH CAMBRIDGE RAILROAD SAFETY STUDY
Executive Summary

Introduction

In May of 1993 a task force was established by the City's Assistant City Manager for Community Development to look at the pedestrian safety problems along the MBTA's Fitchburg Division Commuter Rail Line in North Cambridge. The task force, which consisted of over 25 people representing the abutting neighborhoods, City Departments, State Senators and Representatives, and the MBTA, held numerous meetings, monitored the work of a consultant team, and sponsored two neighborhood wide public meetings in order to come up with the set of recommendations presented in the final study report and summarized here.

Background

As indicated on the map on the following page, a number of high density housing areas are arranged alongside the MBTA Commuter line tracks, across the tracks from popular city-wide or neighborhood destinations, including:

- *Walden Square Apartments* - with 240 housing units and more than 700 residents, Walden Square is just south of the tracks, with the *M.E. Fitzgerald Elementary School, Gately Shelter Teen Center and Rindge Field courts and playing field* just across the tracks;

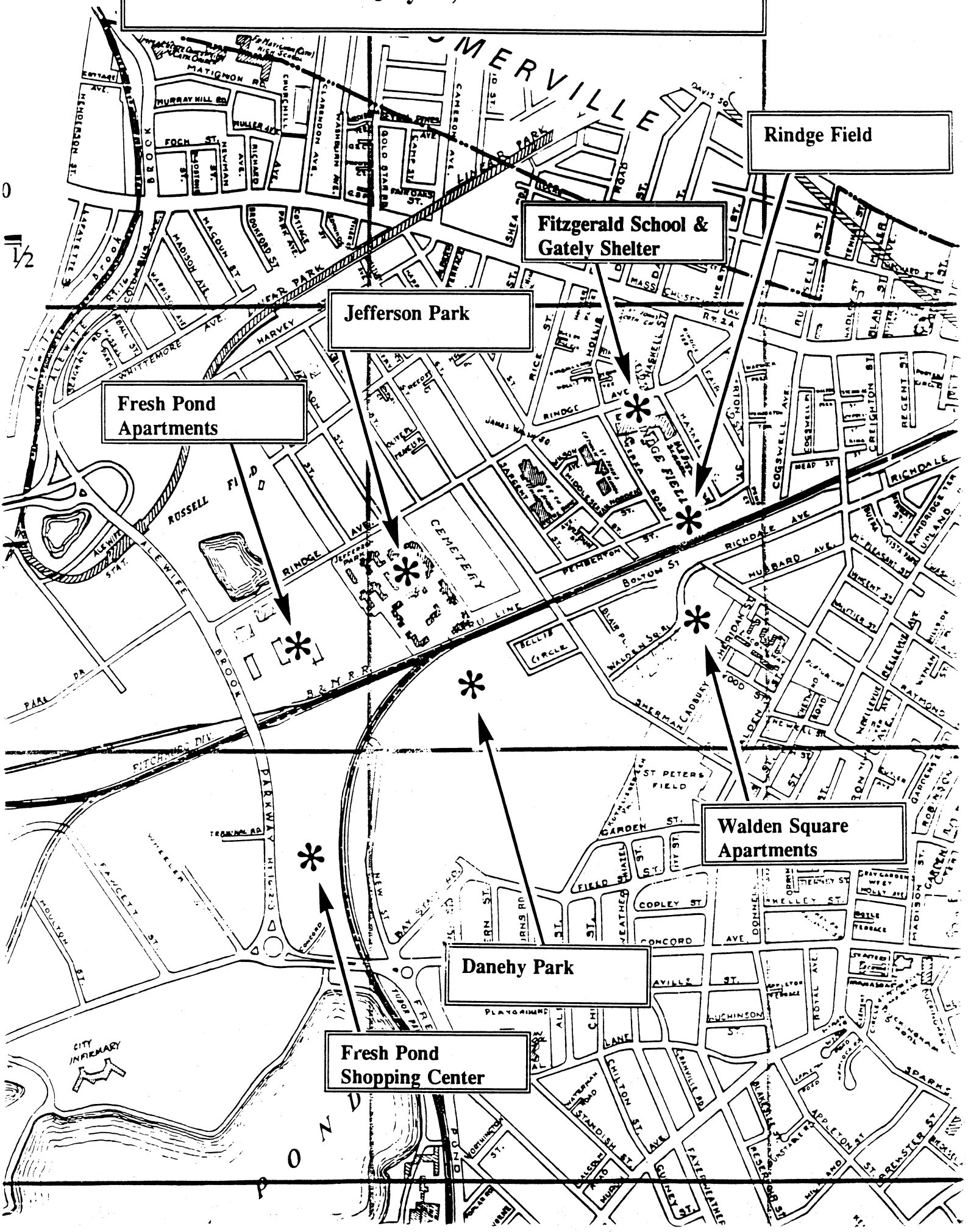
- *Jefferson Park and Jefferson Park Extension* - with 284 housing units and more than 800 residents, Jefferson Park runs along the north Side of the tracks, with *Danehy Park* just across the tracks; and,

- *Fresh Pond Apartments* - with 500 housing units and almost 1200 residents, the Fresh Pond Apartments are along the north side of the tracks, with the *Loews Cinema/Fresh Pond Shopping Center* just across the tracks.

Since the mid-1970's there have been consistent reports of problems with people illegally crossing the railroad tracks along the railroad right-of-way running behind the afore-mentioned residential areas. These crossings have resulted in 6 deaths since 1973. There have been numerous requests by residents of the housing adjacent to the tracks to provide safe passage to the other side of the tracks, and discussions and City Council Orders to remedy

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NORTH CAMBRIDGE RAILROAD SAFETY HOUSING AND DESTINATIONS July 25, 1994



the situation have surfaced over the past twenty years, especially while Danehy Park was being designed, and then when the new Alewife Bridge was being designed. No action was taken for a variety of reasons, including cost, lack of agreement by residents on a desirable solution, and the lack of a comprehensive assessment of the complexity of the problem. The Railroad Safety Task Force set out to recommend the most feasible course of action to resolve this longstanding problem for the more than 3000 Cambridge residents who have lived with this predicament for more than twenty years.

Survey and Observations

The indication of the extent of the existing problem with the railroad comes from a number of sources, including:

- Observation - site visits at these sites by the consultant and the Task Force indicate active crossings between these points, as well as active movement along the tracks to these destinations.

- Survey - results indicate heaviest use of the crossings to Danehy Park and the shopping center is from the afternoon to early evening, with the heavy Yerxa Road school use during the morning not apparent in the survey results.

- Documentation - The Appendix to the report contains numerous accounts in newspapers over the years of injuries of fatalities as a result of illegal railroad crossing in the study area.

The Recommendations

LONG-TERM SOLUTION

The long-term solution is based upon providing a reasonable means for separating people from trains while allowing pedestrians to conveniently reach their destinations. A detailed description of the recommendations is presented in the report. The following is a summary of those proposals:

- **Provide grade separated crossings in the locations where pedestrians are currently crossing (Yerxa Road and the Fitzgerald School, Fresh Pond Apartments and the Fresh Pond Shopping Center, and Jefferson Park and Danehy Park)**

  - **At the Yerxa Road location, an underpass should be considered.** While a pedestrian bridge could serve this location, an underpass is preferable since the clearance requirements would result in a much shorter walk for pedestrians. The underpass should be designed with wide and shallow approaches to be fully visible from Richdale

Ave. and Pemberton St. and allow for police surveillance vehicles to pass through while preventing other vehicles from entering the underpass.

- **Two pedestrian bridges should be constructed west of Sherman Street, one between Jefferson Park and Danehy Park and the other between the Fresh Pond Apartments and the Fresh Pond Shopping Center.** These bridges should be connected by a linear path paralleling the ROW. One-bridge schemes would not be direct enough to eliminate at-grade crossings of the railroad ROW.

- **Provide a linear path connection, wherever possible, parallel to the ROW from the cul-de-sac near the Alewife Red Line Station to Porter Square** - A bicycle/pedestrian connection in this corridor would allow for greater use of the pedestrian crossings, would accommodate those pedestrians who are using the ROW as a neighborhood connector, and add a useful link in the City's expanding bicycle network.

- **Increasing other means of transportation** - In order to provide mobility for those who may find the pedestrian bridge too difficult, whether because of age, infirmity, weather or load, shuttle buses should be provided and an on-call ride service be implemented.

- **Construct Barriers** - Once the alternative means of transportation are in place, the ROW should be fenced on both sides with a minimum 8' high, vandal resistant steel fence. Fencing should extend the entire length of the linear path.

When considering the long term recommendations, they must be seen as a package of necessary improvements which will be successful only if implemented in their entirety. For instance, the Task Force recommends improving the barrier system along the tracks, but not until alternatives to crossing the tracks in place. The two pedestrian bridges each have their own function, not only in serving different desire lines (i.e. Fresh Pond Apartments to Fresh Pond Shopping Center, or Jefferson Park to Danehy Park), but also different neighborhood populations as well.

The Task Force recommends that funding be sought from the MBTA as well as State and Federal transportation fund sources, with staging of the work possible given that money is scarce. However, a long term commitment for the total project is needed.

As described in the report, the recommendations are intended to give the City general direction toward implementation. Its components have not been designed. When the design stage does begin, all appropriate community groups, individual residents,

business people, City Departments, the MBTA, and other appropriate state and federal agencies should be included in the process to ensure success.

From the community's point of view, depressing the trains in a tunnel would be the ideal solution as it would allow residents to cross where they wish and walk along the ROW. The problems with the construction of such a tunnel, plus its very high cost (the consultant's estimate was $70 - 90 million) would make funding for this alternative very difficult. Since there are other means of addressing safety issues which are much less costly, minimize construction disruptions, have the flexibility to have staged construction, and are more likely to be funded, depressing the trains is not the recommended solution.

SHORT-TERM SOLUTIONS

The following short-term recommendations were selected because they could probably be in place within one year, are not overly expensive, and are likely to be supported by both the City and the MBTA.

- **Establish Safety Programs** - Implement community wide programs such as "Operation Lifesaver", a low cost national public education program that trains representatives to give safety training on railroad related issues. This program has had positive effects in other communities and could be offered at the Fitzgerald School and throughout the school system, the Fresh Pond Apartments, Jefferson Park, Walden Square and the Gately Shelter.

- **Improve Signage** - The MBTA is currently working on a new signage systems emphasizing railroad safety. Since the schedule for completing the design is unknown, the City should work closely with the MBTA to ensure the installation of new signs takes place as soon as possible.

- **Maintain the Alewife Brook Parkway Bridge** - Since the MDC is responsible for maintaining the ramps and sidewalks on the new bridge, the City should monitor their snow shoveling and maintenance efforts.

- **Extend the Rindge Ave. Bus (Rte. 83)** - This bus route should be extended to the Fresh Pond Shopping Center as soon as the new Alewife Brook Parkway bridge is complete, hopefully by the fall of 1995.

- **Improve Visibility** - Visibility for train engineers should be improved by clearing overgrown shrubbery adjacent to the ROW wherever possible.

- **Establish Shuttle Service** - The MBTA has agreed to operate a shuttle bus in the area which will reduce the demand for people to cross the railroad tracks. The City is now working with the MBTA to implement this service in the fall of 1994.

- **Use Audio Warning** - At the request of the task force, train engineers are now sounding their whistles in the project area. This is an important component of safety and should continue at least until the long-term safety improvements are in place. However, reasonable time restrictions (e.g. no whistles after 11 p.m.) should be implemented to limit annoyance to residents.

- **Repair Fencing** - Damaged fencing by the tennis courts at Yerxa Road should be repaired so that pedestrians do not need to chase balls into the railroad ROW.

- **Slow Trains** - Although the benefits of slowing down the trains is difficult to predict, the task force remained in favor of this proposal. However, since slowing the trains is opposed by the MBTA for reasons discussed in the report, the time frame within which this could be implemented (if it can be implemented at all) may be extensive.

NP\6D-9\RR-EXEC.RP5

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July 25, 1994NP\SD-0RR-MAIL3.RPS

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APPENDIX (WITH APPENDICES A - F, K & L)

NORTH CAMBRIDGE RAILROAD SAFETY STUDY
Cambridge, Massachusetts

June 1994

Prepared for:
The City of Cambridge
Community Development Department

By:
Wallace, Floyd, Associates Inc.
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NORTH CAMBRIDGE RAILROAD SAFETY STUDY

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INTRODUCTION

This study was commissioned by the Cambridge Community Development Department in response to a request from the North Cambridge Stabilization Committee (NCSC) to study safety issues around the MBTA Commuter Rail tracks in North Cambridge. A committee was formed with representatives from the NCSC, Walden Square Apartments, Jefferson Park Housing and Fresh Pond Apartments to oversee the progress of the study.

The Project Area runs along both sides of the tracks from Alewife Brook Parkway to Walden Street. At the western end, near Alewife Brook Parkway, the tracks run between Fresh Pond Mall and Danehy Park on the south and Fresh pond Apartments and Jefferson Park residential developments on the north. The rest of the Project Area is mostly residential.

Because of the limited number and inconvenience of the existing railroad crossings in the area, and the strong desire of local residents to go between destinations on opposite sides of the tracks, a number of people walk across and/or along the tracks, creating the potential for serious accidents.

The purpose of this study was to look at the existing conditions which contribute to the safety problems, and assess alternative solutions to those problems. In addition to site inspections, community meetings and surveys, and conversations with local officials to assess existing conditions and community concerns, other locations with similar situations were reviewed for potential solutions. Finally, a series of alternative solutions were developed and evaluated for community and railroad acceptance, effectiveness and cost. Based on those evaluations, recommendations for future actions have been developed.

APPENDIX A

Site Observations: Danehy Park

Saturday AM 11/26/93

10:45	young woman 20 ± crossed into Danehy by Jefferson. Walked to park path &/ into park (saw her 5 minutes later walking along walk)
11:00	woman 35-40 crossed into park w/dog & walked along berm, man crossed into freight line w/her (50±), walked along freight line into shopping center
11:15	woman crossed back
11:18	older man (60's) walked by opening along frieght line into shopping plaza (didn't see where he came from)
11:22	young woman 20± crossed @ Jefferson into park, walked straight to path to talk to maintenance person
11:30	older man came back along freight line & walked into park and crossed over Jefferson
11:35	young man came from Sherman St. direction & walked along main line towards shopping center
11:40	young woman crossed back

Site Observations: Fresh Pond Shopping Center

Saturday AM 10/30/93

10:45	1 young man 20± 1 middle age on Alewife bridge walking in opposite directions *young family (couple w/8± yr old girl) walked from Danehy thru lot to hole in fence along tracks to hole in fence @ Rindge
10:50	started raining
	little girl 8±, 10± yr. old boy on bike, and elderly man walking separately from shopping plaza across bridge
10:53	young family (mother w/ 2 toddlers) on bridge walking towards plaza
	2 middle-aged women
	*1 man 35± came from Rindge and crossed tracks into plaza
10:55	2 men 30± walking in opposite directions on bridge
	2 joggers, 1 bicyclist on bridge heading towards plaza
11:00	2 men 30± cross on bridge
11:01	*young man 25± came from plaza, crossed tracks to Rindge
	1 man 30±, 1 woman 30± on bridge towards plaza
11:03	young man and young woman on bridge walking towards plaza
11:07	1 middle-aged woman on bridge walking away from plaza
	1 young man on bridge walking towards plaza
11:10	young woman 25± on bridge walking away from plaza
	young woman 16± on bridge walking towards plaza
	TRAIN
	*young man 25± comes from Rindge and crosses tracks to plaza
	young family and bicyclist on bridge walking towards plaza
	young woman and young woman w/child (toddler) on bridge walking away from plaza
	2 young women (18±) and 1 man on bridge walking towards plaza

* R.O.W. Crossings (others are bridge crossings)

11:15	*young woman and child (8± boy) came from Rindge and crossed tracks into plaza
	young man 20± walked up dirt hill to bridge
	*middle-aged man 60± came from Rindge, crossed tracks to plaza
11:16	mother and 8± yr. old boy on bridge walking away from plaza
	young woman 20± on bridge walking towards plaza
	young man 20± on bridge walking towards plaza
11:19	2 kids, boy & girl 10±, on bridge walking towards plaza
11:21	man 25± on bridge walking towards plaza
	*man 18± came from Rindge, walked back and cut in at movie theatre
11:22	4 young women, 3 young men cross at bridge
11:26	*young woman 18± came from Rindge and crossed tracks into plaza
	*2 young men 20± & 25±, and 1 woman 25± came from Rindge and crossed into plaza (couple headed towards movie theatre)
	jogger on bridge (man 25±)
11:33	2 young men crossing on bridge
	*1 elderly man from Rindge crossing into plaza
	*1 young man 20± from plaza crossing into Rindge
	2 joggers, young man and young woman on bridge away from plaza
11:35	young man on bridge walking away from plaza
11:36	young man 20± on bridge walking away from plaza
	elderly man walking from plaza to Rindge (was same man that crossed over earlier, had a Brooks bag)
11:42	young woman 20± w/telephone came from movie theatre (had popcorn), entered tracks, crossed and walked towards Alewife / under bridge and seemed to cut into parking lot
11:44	TRAIN
11:45	young woman on bridge towards plaza

11:46	2 young men on bridge walking towards plaza
	1 young woman 26± & child 8± on bridge walking away from plaza
	1 young man 20± on bridge towards plaza
11:48	*elderly woman crossed from plaza - can't seem to find entrance to Rindge - standing on tracks looking around, crossed back over and into plaza - went down by movie theatre
	2 girls 8± on bridge, away from plaza
11:53	elderly woman on bridge walking towards plaza
	2 young women on bridge walking away from plaza
11:54	1 young man, 1 young woman, both 25±, cross on bridge
11:55	young couple on bridge away from plaza
11:56	*young woman from Rindge crossed into plaza
	*elderly man crossed back
	2 young men 18± on bridge towards plaza
11:57	*3 young women 18±, from farther down tracks crossed into plaza
	*1 elderly man from Alewife direction crossed into plaza back by bridge
11:59	mother and child cross at bridge

Site Observations: Yerxa Road

Thursday AM, 11/4/93

Age	Destination	Frequency	Time
5	School	2	8:00
12	School	2	↓
19	School	2	
8	School	1	
7	School	2	
15	School	2	
14	School	2	
9	School	2	
7	School	2	
5	School	2	
12	School	2	
13	School	2	
14	School	2	
12	School	2	
14	School	2	
30	School	2	
HS age	School	2	
HS age	School	2	
	School	2	
	School	2	
30			
11	School	2	
30			8:05
10	School		↓
11	School		
30s	School		
50s	Visiting Nurses	2 (Wed.)	
11	School		8:10
8	School		↓
10	School		
10	School		
30			
2 school age children with parents or older siblings			
3 @ 8	School		
14	School		
2 8-year-olds w/father			
40			

Age	Destination	Frequency	Time
50			
60			8:15
30			↓
12	School		
30	Returning mother		
11 + 32	School (& mom)		
12	School		
12	School		
11 + 35	School (& mom)		
11 + 35	School (& mom)		
35 + baby	dad with baby returning from walking older kids		
35	dad returning		8:20
mom w/2			↓
7-yr olds			
	returning mom		
	returning mom		
10	school		
30	just taking a walk		
25	crosses 2 times a day to work @ Genetics Inst		8:30 ↓
Mom &	School		
6 yr old			
38	crosses to Camb. Friends school w/ kid		
75	church	2	8:35
30	work	2	↓
24	work @ Tobin School	4	
60			8:40
70	shop on Mass. Ave. @ Pemberton Market	2	↓
35	work	2	
53	lives in Walden Sq. Apts. - walks to bus to visit mother in nursing home		8:50 ↓
60	does not speak English		
35	Cambridge Clinic		9:10
35	work	2	↓
55	school	2	
40	shopping	2	
30	library	2	9:20
30	work	2	↓

APPENDIX B

North Cambridge Railroad Safety Study
Community Survey Results
November 1993

	Rindge Towers	Jefferson Park	Walden Square	Other
	33 Surveys received	22 Surveys received	3 Surveys received	16 Surveys received
How old are you?				
0-10	2	2	1	6
11-20	2	5	1	2
21-60	22 (one of these is 60)	10	1	8
60 and over	6	5	0	0
did not identify	1	0	0	0
Why do you cross the tracks?				
recreation/social	4	4	2	3
work	0	5	0	2
school	1	0	2	8
shop	30	14	0	2
other	5	2	0	5
When you cross the tracks where are you going?				
movie	18	7	1	5
Danehy Park	11	11	0	4
shopping center	30	14	1	2
school	1 (Tobin)	1	2	8
work	0	1	0	2
Rindge Field	6	0	0	0
Gately Shelter	0	1	1	2
MBTA	1	0	1	1
other	3	3	0	3
How do you get to the other side of the tracks?				
walk	28	16	3	14
bike	1	4	0	0
public transportation	1	2	0	2
car	5	5	0	7
other	1	0	0	2

How often do you cross the tracks?				
several times per day	3	5	1	1
once or twice a day	5	8	1	7
weekly	16	8	1	3
infrequently	8	2	1	5
When do you cross the tracks?				
weekdays	21	14	2	13
weekends	24	13	1	2
At what time of day do you cross the tracks?				
6:00AM - 9:00AM	0	5	0	8
9:30AM - 11:00AM	9	3	1	3
11:30AM - 1:00PM	11	4	1	1
1:30PM - 4:00PM	14	6	1	6
4:00PM - 7:00PM	15	8	1	2
7:00PM - 10:00PM	2	5	0	3
Other	2	1	0	1
If you could change things, what would you do?				
Put in a pedestrian overpass/where	18	6	2	6
Put in a pedestrian underpass/where	5	2	0	0
Put in an at-grade crossing/where	2	13	0	2
Have trains sound whistle	18	1	1	5
Slow trains down	10	3	0	3
Put trains underground	9	2	0	5
Other	0	0	0	3
If the following were constructed within one block of where you cross the tracks, would you use				
A pedestrian bridge; yes	23	6	2	10
A pedestrian bridge; no	5	3	1	2
A pedestrian underpass; yes	12	1	0	6
A pedestrian underpass; no	5	2	1	7
An at grade crossing; yes	8	13	0	3
An at grade crossing; no	3	2	1	9
A path to existing crossings; yes	12	2	1	6
A path to existing crossings; no	3	1	0	4
To make your trip, would you use a regular bus if one where available?				
yes	10	6	1	5
no	8	1	1	6
sometimes	13	10	0	6

Do you know of any people who have been hurt crossing the train tracks? Explain: Where, when, age, health, etc.				
yes	7	6	0	1
no	15	1	1	11

Comments from Community Survey

- Comments related to accidents on the tracks included:

  - One respondent said a few years ago his friend's fiancee was killed coming home from work; she was 30 years old and in good health.
  - Four people have died crossing the tracks.
  - A middle-age woman was killed in the summer.
  - Two or three neighbors (one in the past year) have died crossing the tracks.
  - Suicide was thought to be a motive in one case.
  - One respondent saw a child fall with his bicycle on the tracks and struggle to get up.
  - One respondent has fallen trying to carry her baby carriage across the tracks.

- Other general comments on the surveys included the following:
  - Request for information on what time the trains pass
  - Request for a better barrier than chain link fence at Yerxa Rd.
  - Statement that the Alewife bridge is too far to go with kids
  - Request for improved fencing by the tennis courts
  - Request for improvements to the underpass at Yerxa Rd. including signs, lights, "painted footsteps or bronze like the Porter Square T", and advertisement
  - Statement that it is unclear when the survey asks about "crossings" whether it means "dangerously by foot, alone or any way"
  - Comment that an underpass would not feel safe; putting trains underground would be ideal; an overpass at the Fitzgerald School would be an easy way to go
  - Comment that it would be nice to have a "standard, economical grocery store" not Bread and Circus
  - Request for an overpass because it is difficult to walk over the Alewife Bridge in the winter - it's windy and the sidewalks aren't cleaned of snow
  - Request for CPCD to do something - signs, lights, whistles
  - Comment that "if I could walk one block I would take the bridge that is there but I'm ill, not old, and I have to find the short way to the pharmacy"
  - Comment that the MBTA should add the shopping plaza as a stop for the #83 bus - should drop and pickup at the shopping plaza
  - Comment that it's difficult and painful for elderly, and other people who have difficulty walking, to go across the existing bridge - an overpass is a solution if it doesn't go uphill; an underpass is a possible solution

- Comment that a pedestrian overpass will not work because it will freeze and not be cleaned of snow and that an underpass is dangerous and will flood
- Comment that the underpass at Yerxa is used as a urinal and should be closed
- Comment that the survey was a good way to raise safety consciousness
- One additional comment could not be read.

Comments from the November 9 Public Meeting

The following comments were made by people attending the public meeting:

- The Yerxa Road crossing is used by teen center traffic and summer camp at the Fitzgerald School, as well as people crossing to go to the #83 bus stop on Rindge Ave.
- The opening at the handball court is another hazardous area for children.
- People run onto the tracks to retrieve tennis balls.
- The opinions of people living on Richdale Avenue should be considered.
- #83 bus riders cross at Jefferson Park to avoid the mound of earth at RindgeTowers.
- At Belles Circle, children between ages 6 and 14 are playing on the tracks.
- Children are playing "chicken" with the trains at the Sherman Street crossing.
- Underpasses are perceived as unsafe and not a good long-term solution.
- Summer use by Jefferson Park is up to 5 times winter use.
- Personal security should be considered behind Jefferson Park. Muggings in the ROW are common behind Jefferson.
- The MBTA promised to provide barriers 16 years ago.
- The Alewife Brook Parkway bridge is too steep, too long, too slippery in the winter, eroded in some locations, and too isolated and poorly lit. Bikes are a hazard.

- This is a growing section of Cambridge with the highest concentration of 5-14 year olds. Jefferson Park has 875 residents and 423 are under 16 years old.

In addition to comments on use and concerns, residents suggested or requested the following:

- The MBTA should run busses or shuttles to the shopping plaza.
- Trains should slow down immediately.
- Perhaps there is a solution such as mechanical gates that can close at crossings when trains are coming.
- More than audible alarms are needed - some people may not hear well.
- Signage, education and warning lights are needed now.
- The railroad should be depressed. ISTEA money should be investigated for funding.
- A pedestrian bridge should be investigated - perhaps with an elevator for those who have difficulty walking.
- There should be a guard at the crossing at Yerxa.
- Jefferson Park residents do not want a pedestrian bridge immediately adjacent to Jefferson Park.
- There should be a class action suit against the MBTA. The onus is on the MBTA and the City to correct the problem.

APPENDIX C

Jun 23,93 15:18

National Railroad Passenger Corporation
District Claims Office, 253 Summer Street, Boston, Massachusetts 02210, Telephone: (617) 345-7820

Amtrak

June 23, 1993

Officer Waneda Ward
Cambridge Police Department
Accident Investigation Section
5 Western Avenue
Cambridge, MA 02139

Re: Railroad Accident Statistics

Dear Officer Ward:

This is in response to your request of June 18, 1993, regarding incidents involving Commuter Rail operations in the North Cambridge area. Please be advised that my records indicate there have been three incidents all involving trespassers. They are as follows:

Charles Zabitis, age 67, (fatality)
D/I: 11/19/87
Location: West of Sherman Street

John Russell, age 50, (multiple injuries)
D/I: 09/07/92
Location: Porter Square

Elizabeth Ricker, age 45, (fatality)
D/I: 03/11/93
Location: West of Sherman Street

Should you need any further information please do not hesitate to contact my office.

Very truly yours,

Joseph T. Kadlick, Jr.
Division Manager - Claims

JTK/mrd

AN EQUAL OPPORTUNITY EMPLOYER

UCTIONS ON REVERSE SIDE]
FOR USE BY
PHYSICIANS AND
MEDICAL EXAMINERS

The Commonwealth of Massachusetts

STANDARD CERTIFICATE OF DEATH
REGISTRY OF VITAL RECORDS AND STATISTICS

286
REGISTERED NUMBER

STATE USE ONLY

ATE USE ONLY: ME 93-797

DECEDENT

1 DECEDENT - NAME: FIRST ELIZABETH | MIDDLE A. | LAST RICKER
2 SEX: FEM
3 DATE OF DEATH (Mo., Day, Yr.): MARCH 11, 1993
4a PLACE OF DEATH (City/Town): CAMBRIDGE
4b COUNTY OF DEATH: MIDDLESEX
4c HOSPITAL OR OTHER INSTITUTION - Name (If not in either, give street and number): REAR OF FRESH POND CINEMA
5 PLACE OF DEATH (Check only one): HOSPITAL: ☐ Inpatient ☐ ER/Outpatient ☐ DOA | OTHER: ☐ Nursing Home ☐ Residence XX Other (Specify) M.B.T.A TRACKS
6 SOCIAL SECURITY NUMBER: 031-36-2878
7 IF US WAR VETERAN SPECIFY WAR: - - - -
8a WAS DECEDENT OF HISPANIC ORIGIN? (If yes, Specify Puerto Rican, Dominican, Cuban, etc.): XX NO ☐ YES
8b Specify:
9 RACE (e.g. White, Black, Asian/pacific Islander, etc.) (Specify): WHITE
9 DECEDENT'S EDUCATION (Highest Grade Completed): Elem/Sec (0-12): 12 | College (1-4, 5+):
10a AGE - Last Birthday (Yrs.): 45
10b UNDER 1 YEAR: MOS: b | DAYS
10c UNDER 1 DAY: HOURS: c | MINS
10d DATE OF BIRTH (Mo., Day, Yr.): AUGUST 8, 1947
10e BIRTHPLACE (City and State or Foreign Country): BOSTON, MASSACHUSETTS
11 MARRIED, NEVER MARRIED, WIDOWED OR DIVORCED: N/MARRIED
12 LAST SPOUSE (If wife, give maiden name): - - - - - - - - - -
13 USUAL OCCUPATION (Type - if retired): NURSES AIDE
14 KIND OF BUSINESS OR INDUSTRY: HOSPITAL BUS.
15a RESIDENCE - NO. & ST., CITY/TOWN, COUNTY, STATE/COUNTRY: 362 RINDGE AVENUE CAMBRIDGE, MIDDLESEX MASSACHUSETTS
15b ZIP CODE: 02140
16 FATHER - FULL NAME: HORACE RICKER
17 STATE OF BIRTH (If not in U.S. name country): MA
18 MOTHER - NAME (GIVEN) (MAIDEN): CATHERINE CUNNINGHAM
19 STATE OF BIRTH (If not in U.S. name country): MA

INFORMANT

20 INFORMANT'S NAME: MARIAELENA BROOME
21 MAILING ADDRESS - NO. & ST., CITY/TOWN, STATE, ZIP CODE: 1202 JETTE CT. BOSTON MA 02135
22 RELATIONSHIP: SISTER

DISPOSITION

23 METHOD OF DISPOSITION: ☐ BURIAL ☐ ENTOMBMENT ☐ DONATION ☐ OTH SPEC: ☒ CREMATION ☐ REMOVAL FROM STATE
24 FUNERAL SERVICE LICENSEE: JOHN F. REEN
25 LICENSE #: 5071
26a PLACE OF DISPOSITION (Name of Cemetery, Crematory or other): MOUNT AUBURN CREMATORY
26b LOCATION (City/Town, State): CAMBRIDGE, MASSACHUSETTS
27 DATE OF DISPOSITION (Mo., Day, Yr.): MAR. 20 1993
28a/b NAME AND ADDRESS OF FACILITY: REEN FUNERAL HOME 63 CHESTNUT HILL AVENUE, BOSTON 02135

CERTIFIER

29 PART I - Enter the diseases, injuries, or complications that caused the death. Do not use only the mode of dying, such as cardiac or respiratory arrest, shock or heart failure. List only one cause on each line (a through d). PRINT OR TYPE LEGIBLY.
Approximate Interval Between Onset and Death
IMMEDIATE CAUSE (Final disease or condition resulting in death): a. MULTIPLE INJURIES DUE TO BLUNT TRAUMA. — UNKNOWN
Sequentially list conditions, if any, leading to immediate cause. Enter UNDERLYING CAUSE (disease or injury that initiated events resulting in death) LAST.
DUE TO (OR AS A CONSEQUENCE OF): b.
DUE TO (OR AS A CONSEQUENCE OF): c.
DUE TO (OR AS A CONSEQUENCE OF): d.
30 PART II - Other significant conditions contributing to death but not resulting in underlying cause given in Part I.
31 WAS AUTOPSY PERFORMED? (Yes or No): YES
32 WERE AUTOPSY FINDINGS AVAILABLE PRIOR TO COMPLETION OF CAUSE OF DEATH? (Yes or No): YES
33 WAS CASE REFERRED TO M.E.? (Yes or No): YES
34 MANNER OF DEATH: ☐ NATURAL ☐ ACCIDENT ☒ SUICIDE ☐ HOMICIDE ☐ COULD NOT BE DETERMINED ☐ PENDING INVESTIGATION
35a DATE OF INJURY (Mo., Day, Yr.): MARCH 11,1993
35b TIME OF INJURY: ABOUT 2:25 P M
35c INJURY AT WORK (Yes or No): NO
36a DESCRIBE HOW INJURY OCCURRED: IN FRONT OF ONCOMING TRAIN.
36b PLACE OF INJURY - At Home, farm, street, factory, office bldg., etc. (Specify): RAILROAD TRACKS
36c LOCATION (No. & St., City/Town, State): EASTBOUND OF M.B.T.A. TRACK APPROACHING AREA OF FRESH POND MALL, CAMBRIDGE, MA

To be Completed by CERTIFIED PHYSICIAN Only:
36d To the best of my knowledge, death occurred at the time, date, and place and due to the cause(s) stated.
(Signature and Title)
DATE SIGNED (Mo., Day, Yr.):
HOUR OF DEATH: M
NAME OF ATTENDING PHYSICIAN IF NOT CERTIFIER:

To be Completed by MEDICAL EXAMINER Only:
37a On the basis of examination and/or investigation in my opinion death occurred at the time, date, and place and due to the cause(s) stated.
(Signature and Title) Antonio E. Boschetti, M.D.
DATE SIGNED (Mo., Day, Yr.): APRIL 15, 1993
37b PRONOUNCED DEAD (Mo., Day, Yr.): MARCH 11, 1993
37c HOUR OF DEATH: UNKNOWN M
37e PRONOUNCED DEAD (Hr.): 2:30 P M

38 NAME AND ADDRESS OF CERTIFYING PHYSICIAN OR MEDICAL EXAMINER (Type or Print): Antonio E. Boschetti, M.D., Medical Examiner 784 Massachusetts Avenue, Boston, MA 02118
39 LICENSE NO. OF CERTIFIER: 27010
40a WAS THERE AN R.N. PRONOUNCEMENT? (Yes or No):
40b IF YES, DATE PRONOUNCED:
40c IF YES, TIME PRONOUNCED: M
40d NAME OF PRONOUNCING REGISTERED NURSE: NAME

INVESTIGATION COMPLETED

41 DATE BURIAL PERMIT ISSUED: MARCH 16,1993
SIGNATURE - BD. OF HEALTH AGENT: S/KEVIN DOHERTY
42 RECEIVED IN THE CITY/TOWN OF: CAMBRIDGE
CLERK'S SIGNATURE: D. Margaret Drury
43 DATE OF RECORD: MAR 19,1993

.ACK INK ONLY

01-89

MAY 28 1993

A TRUE COPY ATTEST:

D. Margaret Drury

CITY CLERK

Cambridge Police Department Supplemental Report

File Number 93-2049

1S. Org. Case Invest. ☐ Ass. Incident Report ☐ Follow Up Invest. ☐	City Solicitor ☐ Sudden Death ☐ Child in Custody ☐	2S. Date of Occurrence M 06 D 11 Y 93 T 2:25P M	3S. Date of Report M 06 D 11 Y 93 T 3:36P M

5S. Business/Complainant's Name

Address

6S Date in Court	7S. Judge	8S. Court	9S. Disposition

Blocks

At approx. 2:25PM David R. Kinne, (S.S.# 046-52-4513) an engineer for Amtrac (1-800-392-1017) was operating his Train (engine 1054) with 4 Passenger Cars eastbound on track 2 - while approaching the area of Fresh Pond Mall, operating at the speed of 48 to 50 mPH, (speed limit 55MPH) he observed a woman crossing the tracks - when she stepped between tracks 1 + 2, he sounded his horn several times - She then seemed to fall infront of his train - He put on his emergency brakes and stopped about 820 feet down the tracks - He observed a person lying on tracks and called his operator for assist.

Cambridge Rescue (2 Travelers), Police, (Lt Power, Sgt Briand, E.J. Lyons, Arthur Kerrigan) M.B.T.A. Police Sgt Borelli and others responded body of W/F approx 45 YRS was found on R.R. Track 1. between opening in fence at Fresh Pond mall and opening in fence going to 362-364 Rindge ave - She appeared to be about 80 feet from point of impact with Possible Injuries to Leg and severe head damage.

Cambridge Police Detectives were Called Sgt Walsh at Fitzgerald - Det Phillips and Sgt Drewicz responded - M/E's office (267-6767) and State Police (944-4055) also responded along with Amtrac supervisors - the train was at a halt and the Crime scene was Preserved Pictures were taken by Cambridge Sgt Drewicz and measurments were taken by Sgt Borelli of the MBTA Police

10S. Status of Case
Cleared ☐ Suspend ☐
Arrest ☐ Comp / War ☐
Hearing ☐ Unfound ☐
Station Adj. ☐ Other ☐
Continued Inv. ☐

11S. Property Recovered Yes ☐ No ☐ Total Value

12S. Juvenile Card Made Yes ☐ No ☐

13S. Narcotic Number

14S. Narcotic/Alcohol Sheet made Yes ☐ No ☐

15S. Technical Work

	Yes
Photo	☐
Finger Print	☐
Composite	☐
Other	☐

By Whom

16S. Victim/Comp. Cont.
In Person ☐
Letter ☐
Phone ☐
Call Card ☐

17S. Photo Viewed Yes ☐ No ☐

18S. Citation No.

19S. Time Expended Investigation

Original Reporting Officer

20S Reporting Officer's Signature: Edward J. Lyons Badge / Unit: 320 | Division | 21S Reviewing Officer's Signature

P178C REV. 1SM 8/83-629031-2

RECORDS

Cambridge Police Department Supplemental Report

File Number 93-2044

7A. Org. Case Invest. ☐ Aff. Incident Report ☐ Follow Up Invest. ☐ City Solicitor ☐ Sudden Death ☐ Child in Custody ☐

28. Date of Occurrence M D Y T

38. Date of Report M D Y T

48. P.C.N

5S. Business/Complainant's Name

Address

6S. Date in Court | 7S. Judge | 8S. Court | 9S. Disposition

Block#

Richard Broome of 1202 Jetto Court Brighton Mass (789-5464) and brother-in-law of deceased made a possitive I.D. of Elizabeth Richer age 46 - 362 Rumpsoe

Michael West a good friend of Elizabeth Richer Claims that she has been depressed lately and has attempted to commit suicide twice in the Past.

Officer Smith from M/E's office was incharge with the removal of the body - M/E' have all Property -

secured scene at 4:40 PM.

at 6:00PM, I spoke to Sgt Borelli of the MBTA Police and he made out the M/E reports.

10S. Status of Case

Cleared ☐ Arrest ☐ Hearing ☐ Station Adj. ☐ Continued Inv. ☐ Suspend ☐ Comp./Wit ☐ Unfound ☐ Other ☐

11S. Property Recovered Yes ☐ No ☐ Total Value

12S. Juvenile Card Made Yes ☐ No ☐

13S. Narcotic Number

14S. Narcotic/Alcohol Sheet Issued Yes ☐ No ☐

15S. Technical Work

	Yes	No
Photo	☐	☐
Finger Print	☐	☐
Composite	☐	☐
Other	☐	☐

By Whom

16S. Victim/Comp. Cont.

In Person ☐ Letter ☐ Phone ☐ Call Card ☐

17S. Photo Viewed Yes ☐ No ☐

18S. Citation No.

19S. Time Expended Investigation

Original Reporting Off

20S. Reporting Officer's Signature Edward L Lyons Badge#/Date 320 | Division | 21S. Reviewing Officer's Signature | DS.3

P178C REV. 16M-8/85-629031-2

RECORDS

DANGER:

RR Crossing

By Harvy Lipman

For a number of years, residents of the Jefferson Park-Rindge Towers area have been complaining about the lack of a pedestrian crossing over the Boston & Maine Railroad tracks which cut the neighborhood off from the major shopping centers in the Fresh Pond area.

It is not simply a matter of convenience for residents of the area - it is one of safety.

There is a fence which runs along the property line between the tracks and the housing developments. Despite the best efforts of the property owners and the railroad, the barrier is continually torn down by people wishing to cross to the shopping center.

The problem, of course, is that with the fence down children and pets are often found wandering along the tracks, and occasionally one is hit by a train or otherwise injured.

Two weeks ago, several dogs were run down by a B&M train. Some neighbors reported that the animals were tied to the tracks. Whether or not that is the case is not clear at this point, nor is it all that relevant.

Despicable though such an act would be, the real problem is the fact that many residents must make a regular habit of walking unprotected across the tracks.

The only place to cross over is the trestle along Alewife Brook Parkway. Not only is that far out of the way for many residents, it forces pedestrians to travel along heavily-trafficked, high-speed roads. The nearest other safe crossing is at Walden Street, nearly a mile away.

City Councillor Saundra Graham has requested a report on the situation from the city manager's office, and a hearing is expected to be held at the next Council meeting October 18.

Too expensive

City planner Richard Easler told the Chronicle that the main problem is money.

"An overpass would cost probably $250,000 to put in. When we talked about doing major highway improvements in conjunction with the Red Line extension into the area we included an overpass in the plan, but the City Council voted against doing major improvements."

He said there was a possibility the MDC might be persuaded to build a bridge as part of the extension program.

"There's a good possibility something can be done within the next few years. For the short term, though - say over the next year - the prospect doesn't look bright unless the city wants to put up the money."

Ned Handy, coordinator of the city's Block Grant program, said that after a youngster was killed on the tracks three or four years ago an effort was made to get the U.S. Army Corps of Engineers to build the overpass, but it fell through.

He offered a couple of possible solutions, including a road crossing with warning gates to stop auto and pedestrian traffic and the building of an earth embankment. The former, with an embankment to shut it off, requires a fair amount of open abutting the tracks, as well as being fairly expensive to build, he said.

Mr. Handy pointed out, however, "It is unlikely people will use a bridge unless it's possible to maintain the fences."

That is a small problem.

Councillor Daniel Lyons H. Spencer said he recently had hired a fence repairman who was working in the Jefferson Park area. "The first thing to do is keep the fence down, hoping that we can get through there instead of



GOING SHOPPING - Residents of the Rindge Ave.-Alewife Brook Pkwy. area find that its easier and safer to cut across the railroad tracks than to walk over the parkway trestle to the Fresh Pond Shopping Center. One estimate is that some 4,000 families live in the area on or near Rindge Ave. with no other pedestrian route across the tracks. (Photo by KIP)

having them wandering all over." Unfortunately, that does not solve the problem of children and pets getting onto the property and roaming along the railroad bed.

New morality

Gloria Stone, director of public relations for the B&M, said the company has conducted "an intensive program in the Cambridge schools" in an effort to keep youngsters off the tracks.

"As soon as we repair the fence, though, they drive autos through it or tear it down. It's a new morality. It's hard for a bankrupt company to keep up with."

Robert Paulin, manager at Rindge Towers, said that his employers, Federal Management Co., "would do anything to cooperate with the city" in building an overpass.

"I've attempted to repair the fence many times, but it keeps getting torn down. What is needed is an overpass, because with the commercial activity it's almost impossible to walk along Route 2 or Rindge Ave. without being forced out into the street. People would rather take a chance with the trains than risk being run down, and I can't blame them."

He said children aren't the only ones put in danger by the situation.

"We've got a goodly number of older people living here who would rather take a chance crossing the tracks with their silver canes because even if they go over the trestle once they get to the shopping center parking lot they're fair game for the cars that go racing through there."

According to Paulin, one survey showed there were "in excess of 4,000 families" living in the area whose only pedestrian access to the shopping area is to walk up Rindge Ave. and over the trestle.

"The best possible place to put a bridge would be the extension of the road that runs between Jefferson Park and Rindge Towers. There would probably be some easement problems, but we would be happy to turn our lawyers loose to help sort out any legal problems. We would also be happy to allow passage to take place on our property. I can't tell you how much this situation tears me up."

Crime beat

Crimes reported to your police department from September 29 to October 4:

TASK FORCE AREA 1

Armed Robbery: Gore & Lambert St. Breaking & Entering in Buildings: Spring St., Mass. O'Brien Highway. Breaking & Entering in Dwellings: Hurley St.; Larceny: East St., Thorndike St., First St.

TASK FORCE AREA 2

Armed Robbery: Ellery & Harvard St., Unarmed Robbery: Lee St., Breaking & Entering in Buildings: Temple St., Breaking & Entering in Dwellings: Highland Ave., Hancock St., Mass Ave., Maple Ave., Dana St., Bigelow St., Austin St., Chatham St., Larceny: Mass Ave., Ellery St., Centre St.

TASK FORCE AREA 3

Assault & Battery by means of dangerous weapon: Cambridge St., Breaking & Entering in Buildings: Cambridge St., Larceny: Willow St.

TASK FORCE AREA 4

Unarmed Robbery: Bishop Allen, Columbia & Austin St., Assault & Battery Simple: Windsor St., Assault & Battery by means of dangerous weapon: Norfolk St., Breaking & Entering in Buildings: Main St., Hampshire St., Breaking & Entering in Dwellings: Washington St., Elm St., Columbia St., Larceny: Main St., Broadway, Essex St., Harvard St., Elm.

TASK FORCE AREA 5

Unarmed Robbery: Memorial Drive, Mass Ave., Breaking & Entering in Buildings: Magazine St., Main St., Breaking & Entering in Dwellings: Lopez St., Laurel St., Landsdowne St., Rockwell St., Larceny: Pacific & Albany, Waverley St., Pleasant St., Auburn St., Mass Ave., River & Pleasant St., Memorial Drive, Main & Mass Ave., Lawrence St.

TASK FORCE AREA 6

Breaking & Entering in Dwellings: Mass Ave., Trowbridge St., Foast St., Ashton Place, Francis Ave., Irving Terrace, Carver St., Hampshire St., Shepard St., Sacramento St., Larceny: Mass Ave., Bennett St. Lot, Boylston St., Brattle St., Remington St. & Harvard St., Walker St.

TASK FORCE AREA 7

Assault & Battery Simple: Western Ave., Assault & Battery by men means of a dangerous weapon: Jay St., Breaking & Entering in Dwellings: Athens St., Mt. Auburn St., Franklin St., Larceny: Banks St., - Arrow St., Green St.

TASK FORCE AREA 8

Assault & Battery Simple: Concord Ave., Rindge Ave., Alewife Brook pkwy.; Breaking & Entering in Buildings: Concord Ave.; Breaking & Entering in Dwellings: Rindge Ave., Rice St., Jackson St., Richard St.; Larceny: Alewife Brook Pkwy, Whittemore St., Cogswell St., Norris St., Mass Ave., Forest St., Rindgefield St.

TASK FORCE AREA 9

Assault & Battery Simple: Fresh Pond Parkway, Breaking & Entering in Dwellings: Mr. Pleasant St.

TASK FORCE AREA 10

Armed Robbery: Mt. Auburn St., Unarmed Robbery: Brattle near Ash St., Breaking & Entering in Buildings: Huron Avenue, Breaking & Entering in Dwellings: Concord Ave., Larceny: Manassas Ave.

Task Force meetings

All interested citizens are invited by the Cambridge Police Department's Community Relations Task Forces to attend a neighborhood task force meeting.

These task force meetings are conducted once a month in each of the eleven task force areas with representatives of the police department.

AREA 1-Kennedy School - Oct. 12, 7:30 p.m.
AREA 7 - Riverside, Cambridge Community Center Callendar St., Oct. 13, 7:30 p.m.
AREA 9 - V.F.W. Post, Huron Ave., Oct. 14, 7:30 p.m.
AREA 3 - Harrington School, Oct. 18, 7:30 p.m.
AREA 10 - Tobin School, Oct. 21 7:30 p.m.

Swim with a Barracuda

The New England Barracudas are offering a competitive swim program at the Cambridge War Memorial Pool.

The program will emphasize stroke work, endurance training, and good work. Swim practices will take place from 5:45-7 a.m. Mon.-Fri.

Coaching will be Brian Job, a former Olympian and world record holder. Job was also responsible for the overwhelming win by the Barracuda women's team at the New England Senior Championship this past summer.

Anyone interested in participating can call 266-1837.

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Plump Pillow
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Spec
Purch
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Latchet Rug Hooking Classes
by BERNAT
Includes Rug Backing, Wool, Yarn, Hook, & instructions.
Friday Eves. 6:45-8:45, Class begins 1st Evening, September 10th
Registration Limited! Call Today!
SAINT BARTHOLOMEW'S CHURCH
cordially invites you to attend our
FIFTH ANNUAL DINNER CALYPSO DANCE
to be held at
The Stephen James House
One Davenport Street
Cambridge (Mass. Ave. at Porter Sq.) Mass.
on Friday, October 8, 1976

Series.

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years.

co-director David
Michele Satter and
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shop staff.
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out the fun. Call 547-



POWER IN NUMBERS is one way the Roosevelt Towers Tenants Council has managed to work together with city and state officials to seek funding for their abandoned eight-story Towers building. Clorse Evere the project manager, a community towards its goal.

in

vale. Bob Fellows
Jazz Ensemble.
ard. 2:00 PM - 7:30

iala Folk Dance
folk dancing).
xford Street. 8:30

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tral Square. 6:00

Festival (Roma
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(reggae music)
Theater House, 71
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ugo Band (swing).
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ge) 7:30 PM
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(front), 15 Upton

on Davis & The
(jazz) - Friend's
) PM
Festival. Dragon
) from Vermont
hildren's Theatre
k) off Windsor St.

allet. Cambridge
re. 8:30 PM

Friday

chedule.
2:30 the high school
er this summer after
heir legally-required

here...but until then
kids.

Cambridge Chronicle Thurs. June 23 1977

B & M work fails to ease JP pedestrian fears

Work was scheduled to begin this week along Sherman St. at that very point where the B&M railroad tracks bring motorists to a cautious halt.

Included in B&M's plans are regabilitation of four tracks, installation of new ties, welded rails, new flashing lights and fluorescent gates.

State Sen. Francis McGinn, who claims he's worked hard for the past three years trying to convince the railroad of the need for improving the crossing, said "it will be a pleasure for motorists to use the Sherman St. crossing."

And indeed it might. But it's doubtful the residents of Jefferson Park will rest easier because cars and trucks will make the crossing with fewer jolts and bumps.

B&M's $225,000 repair job, which should end by late July according to a spokesman for the railroad, is not liekly to impress them either.

About four years ago Michael Doran was struck and killed by a train along the tracks behind Jefferson Park. Another youth, mark Bothelho, was struck about three years ago. "And a whole bunch of dogs and animals have been hit," one young lady said matter-of-factly.

The Sherman St. railroad crossing is no more than a couple hundred yards from Ethel Hutchinson's back window, which also looks out over the tracks.

At one time, a cyclone fence separated the rear of Jefferson Park from the B&M railroad lines. Now, the housing development recreation area and the tracks are one large playground. The fence has been effectively destroyed - all but a strip no more than a hundred feet long - and no one has been eager to replace it for the past two years.

Vandalism cited

Residents of Jefferson Park have been partly to blame for that condition. Cars - stolen and otherwise - have been driven into and through portions of the fence according to Cambridge Housing Authority personnel. And other people, who wish to avoid the long walk to the Fresh Pond shopping center via the bridge along Alewife Brook Parkway, have opened artificial gates in the fences which provide easier access across the railroad tracks.

CHA driector Lewis Spence said he's faced wth a "Catch-22 situation."

"Even if we replaced the fence people are

(Continued on Page Two)

YELLOW CAB 24 HOUR SERVICE 547-3000

The CETA program has come to the Towers, instead of Towers residents having to go to them, notes Everteze. With the help of City Manager James L. Sullivan, a course in typing

With the help of some state aid, they hope to have future tenants from the 96 high-rise units in the Tower that might be opened up join in that spirit of cooperation.

Sherman St. RR

June 23, 1977 (2)

(Continued from Page One)

still going to find a way to go through because they don't want to make a long walk to the shopping center," he explained. "We had considered leaving a formal opening that could be used as a regular crossing. But that opens us to legal liability if someone gets hurt," he added.

Spence said that several months ago a proposal to construct a new fence was studied "but it was the opinion of the staff and the residents we talked to that it would be a waste of money."

Spence did admit the issue could be resolved if the Jefferson Park community demonstrated a willingness "to protect something that we put up." He did express a sense of confidence about residents' desires to cooperate.

Getting better

"At Jefferson Park there is more and more we can do that survives. It's getting better," he declared.

Ethel Hutchinson isn't likely to be appeased until a solid fence is erected, however. She sees too many "doobies" - young children - walking and playing unattended along the tracks every morning and afternoon. Stricter supervision by a parent would help in part but there are an estimated 4000 families in the Jefferson Park-Rindge Towers, which means there are a lot of children, not all of whom can be entrusted to a guardian throughout the entire day.

And it's these doobies who worry her most.

"At least the freight trains go fairly slow but those others do better than 45 miles an hour," she insisted.

She claims that residents were vocal four years ago when the train accident claimed one life. But in recent years people have either become frustrated or passive.

"I don't mind speaking out. But I can't do it alone. I tell my neighbors 'you've got to bitch too,'" she said.

The fence and the railroad tracks are not her only problems or concerns at Jefferson Park. She once asked for window screens so that during the summer months she could keep her windows open and let in fresh air without allowing insects in as well. But before the screens were supplied her youngest child tumbled from the window to the pavement below.

When he extends both arms forward the left arm is as straight as anyone elses. The right one, unfortunately, extends at a sickening angle. His mother says he will carry that scar the rest of his life.

And then there are reports of mice throughout the basement rubbish area. Thus far, the rodents have not infiltrated her apartment. But she insists they are visible in other buildings.

A little girl at play Monday afternoon at Jefferson Park boasted of finding a mouse in her apartment earlier in the day.

But these problems take a back seat presently to that involving the fence. Mrs. Hutchinson would like to see some improvement before another youngster or animal is struck by a fast-moving train.

In the meantime repairs are being done to the surface of the crossing at Sherman St. Within five weeks motorists will be able to clear the tracks without suffering annoying bumps.

Mrs. Hutchinson probably won't notice the difference.

Summer school registration

The Cambridge public school system will hold registration for summer school through Monday from 8:30 a.m. to 3:30 p.m. in room 145 at 1700 Cambridge St. and also in room 130 at Cambridge High and Latin School.

Summer school classes begin Tuesday. All Cambridge high school students who wish to take make-up courses or earn extra credit are eligible to register.

City of Cambridge

CITY COUNCIL SCHEDULE

Monday, 27, 1977

6:00 P.M. Special City Council Meeting to discuss

AUCTION

Of Rare V
PERSI
and Other

The immediate and urgent removal of a consisting of PERSIAN & ORIENTAL RUG demanded for immediate disposal at the highest bidder in single pieces.

This direct shipment, in our opinion is the fi design, craftmanship and colors of handma

UPDATE

7/14/77 Cambridge Chronicle

Manager encouraged by MBTA response to railroad danger

City Manager James Sullivan and a pair of residents from the Jefferson Park-Rindge Towers area paid visit on June 30 to the Massachusetts Bay Transportation Authority in Boston and when they left their meeting with MBTA officials they were more encouraged than at any time in recent years.

The subject of the meeting was the MBTA-B&M Railroad tracks which pass to the rear of Jefferson Park and Rindge Towers in North Cambridge. This area has been a source of grave concern to residents for many years, as pedestrian traffic commonly traverses the tracks en route to the Fresh Pond Shopping Center.

Four years ago a young man was struck and killed by a passing train. Protests rose over the dangers existing along the tracks and caused by the non-existence of a footbridge or warning signals.

Nothing was done, however, as city and railroad officials dismissed the possibility of a footbridge project as too costly.

On June 24 Marilyn Ryley was struck by not one but two commuter trains as she set out for work at the shopping center. Her death came less than a week after residents had again started clamoring that something be done to make the journey across the tracks a safer one.

Finally, at the end of last month, the city manager, MBTA officials (the MBTA now owns the B&M railroad) and two North Cambridge residents met and discussed alternatives to erection of a footbridge. Both the city and MBTA still believe a footbridge would be too costly.

"I was very encouraged by the meeting. They've agreed to do some cost estimates and to consider developing a grade crossing," the city manager explained later.

A grade crossing, similar to the one at Sherman St., would caution pedestrians of approaching trains. Warning devices and gates could possibly be erected there.

"The MBTA expressed no reluctance to help us on this matter. They said they'd get back to us on this," Sullivan said without suggesting when a solution might be reached.

Josie Avekian, who lives in the Jefferson Park area, said she was "very definitely pleased" by the MBTA's concern.

She said some residents were now opting for bus service rather than risk crossing the tracks to get to the shopping center. She also suggested that construction of a footbridge would not deter all residents from using the tracks as a quicker avenue of travel.

"The MBTA refused to build a bridge but I think if they install some lights that would really help," Avekian added.

14 months after fatality

Sept 7, 1978

Rindge RR walk still being planned

By David Wilson

It's a sunny September Saturday morning and residents of the Rindge Towers Apartments and Jefferson Park stream across the railroads tracks to shop at the Fresh Pond Shopping Center.

A small child stumbles and falls.

Women cross with armloads of groceries.

Twice an hour, a B & M commuter train rumbles by, but the people are careful and no one is hurt.

That only happens occasionally, like last June, when Marylyn Ryley, 33, was crushed between two trains as she walked to work.

She was the second fatality in four years and her death brought cries for a pedestrian overpass, to prevent further injuries.

Fourteen months later, the fence keeping people off the tracks is down and plans for an overpass are no closer to completion than they were last year. The city claims it hasn't the money to build the walkway and has approached several agencies for support.

None have responded to the city's appeals.

Residents use the tracks instead of walking down Rindge Avenue and over the Alewife Parkway Bridge. They say that route is too long and cumbersome when laden with groceries. In the winter, snow removal is haphazard. Many elderly live in the Rindge Towers and they find the shorter route much easier.

Dick Easler, transportation coordinator for the Cambridge Community Development Department had hoped that the Red Line construction project might bring some funds, but as yet nothing is certain. The state Department of Public Works has yet to decide if it will assist, as part of the Roadways Improvement project.

The MBTA owns the B & M line and it had planned to convert a temporary bridge used in the Red Line project. This month, however, those plans were changed and the bridge will not be built.

"We won't need that bridge to carry the surplus landfill from the project to the dump," said John Kerry, assistant project manager of the Red Line extension. "We're going to haul it out Route 2 to Wittemore Avenue instead of bringing it to the city dump."

MBTA Chief of Railroad Operations Brewerton Clark must now go back to the drawing board to come up with another plan. He claims that the MBTA does not have the estimated $750,000 needed to construct an overpass. Costs for the structure have risen as the walkway must meet state Architectural Barrier Board regulations.

"These rules create a longer bridge," says Clark. "It's got to be a ramp with no stairs to accomodate the handicapped. It would make the bridge much too long to be feasible."

Clark doubts if the MBTA will do anything soon on the project. Easler has asked the MBTA to put signals and lights at the crossing, but this too is still only under consideration. Clark said that his office must wait to see what happens with the Red Line project before making anymore plans.

"The construction is going to be a mess," he said. "They are going to be filling by the tracks and that will create all sorts of problems."

Meanwhile, residents continue to cross the tracks regularly. "I doubt if anything will every get built here," said a mother one morning as she crossed the tracks to go to Zayre's.

"Two people have already been killed here. Do we have to wait for a third?" she added.



CROSSING THE TRACKS . This youngster crosses the tracks near the Rindge Towers Apartments and Jefferson Park where two people have been killed in the past five years. Residents who petitioned the city last year to have an overpass built will have to wait longer as the project is still being planned.

Accid

Burlington man killed by train while crossing Cambridge track

By Stephanie Chavez
Globe Staff

A 27-year-old Burlington man was struck and killed by a five-car Boston and Maine commuter train near Fresh Pond in Cambridge yesterday afternoon, police officials said.

The victim was identified David Durrell.

About 4:30 p.m., he was crossing a section of track that is commonly used as a walkway between the Fresh Pond Shopping Mall and the Fresh Pond Apartments when an eastbound B & M train traveling at 20 mph struck him, police said.

"Whether he didn't see it coming or didn't hear it, or what, we'll never know," said Cambridge Police Officer George Walker.

The victim was with two friends who were waiting to cross the tracks after he crossed first, Walker said. His friends thought he had cleared the track before the train passed, and it was only after the train passed that they realized he had been hit, Walker said.

The driver of train No. 458, which was traveling from Fitchburg to North Station, apparently saw the man from a distance and blew the train's whistle, then began applying brakes, said Lt. Robert Wall of the B & M Railroad police force. B & M officials declined to identify the train's driver.

"He couldn't stop in time. You need at least five train lengths to stop," Wall said. "In this instance, the train completely stopped about 310 feet after impact."

The victim was taken to Mount Auburn Hospital in Cambridge, where he was declared dead shortly after he arrived, police said.

At the hospital, two friends and the victim's brother said they were too overcome by grief to talk about the accident.

"This is just too much to handle. We thought he had made it across the tracks," an unidentified woman friend said. "We had just gone to Stop & Shop to get something to eat and we were going back to the apartment to fix some lunch."

Lt. Wall said the section of track where pedestrians cross is an unauthorized walkway. He said a fence installed by the railroad to prevent people from crossing at that point has been cut away time after time. Crossing the track there is convenient for people who live in the apartments regardless of the danger, he said.

Man dies after hit by train

A 27-YEAR-old Burlington man was struck and killed by a commuter train yesterday afternoon near the Fresh Pond Parkway in Cambridge.

Police said the victim was David Burrell, who was pronounced dead at Mt. Auburn Hospital in Cambridge at 5:35 p.m.

Witnesses said Burrell was carrying a bag of groceries and walking with a woman across four sets of tracks when the accident occurred.

Witnesses said the engineer of the Fitchburg-to-Boston train blew his horn and the woman companion yelled for Burrell to stop but he kept walking across the tracks towards the Rindge Towers on Rindge Avenue.

The Patriot Ledger, Wed., May 2, 1984

Man killed crossing train tracks

CAMBRIDGE (UPI) — A 27-year-old Burlington man died yesterday after he was struck by a Boston and Maine commuter train in Cambridge.

David Burrell was pronounced dead at Mt. Auburn Hospital at about 5 p.m., officials said.

Witnesses said Burrell was crossing the tracks near the Fresh Pond Mall and apparently did not hear the train's horn.

Second man in two days killed by commuter train

FOR THE second time in as many days, a man was struck and killed by a commuter train yesterday.

MBTA spokesman Bernard Cohen said the victim, described as white, and approximately age 30 to 35, was lying on the northbound train tracks about 100 feet south of the Wedgemere Station in Winchester with a half-empty liquor bottle. He was apparently drunk, Cohen said.

He died immediately when the express train to Lowell from Somerville, traveling about 40 miles an hour, hit him at 5:25 p.m. before the engineer could stop, Cohen said.

Cohen said police told him the man had no identification.

A 27-year-old Burlington man died Tuesday afternoon when he was struck by a commuter train near Fresh Pond Parkway in Cambridge.

Cambridge Chronicle

May 10, 1984

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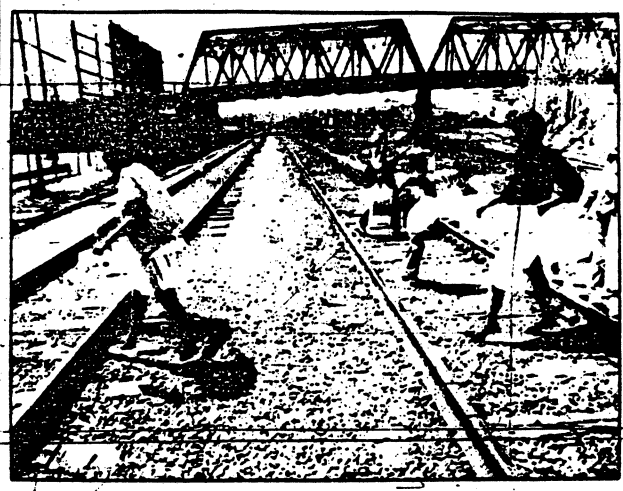


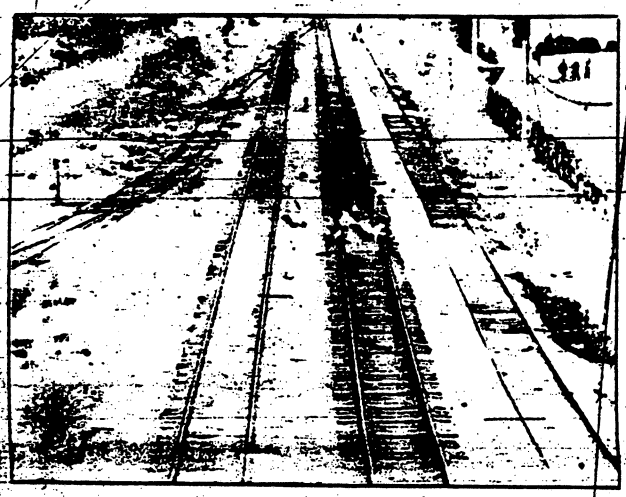
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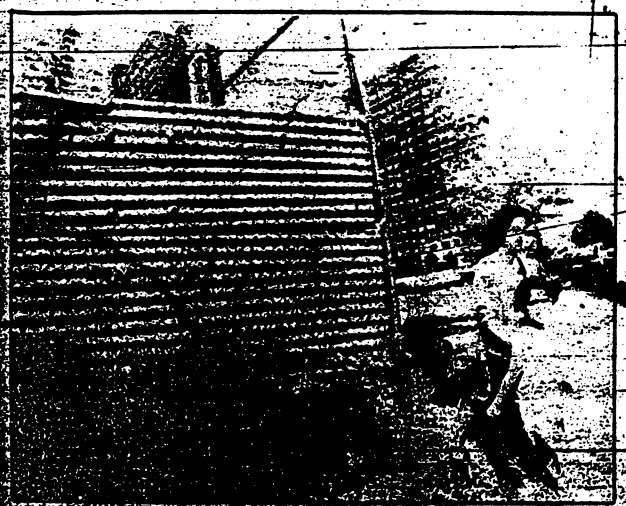
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Fatality renews concern about railroad crossing

By Jack Hayes
Staff Writer

The death last week of a 27-year-old man on railroad tracks in North Cambridge has brought into sharp focus once again a long history of buck passing and managerial and governmental inaction that may have contributed to the deaths of at least two people and serious injuries to as many as four.

The continued existence of an extremely dangerous and illegal railroad crossing seven years after a resident of North Cambridge was fatally injured by a commuter train there raises serious questions about who is responsible for the safety of Cambridge residents and whether or not residents who literally live "on the wrong side of the tracks" receive the same protection as others in the city.

The issue of the danger posed by an improvised railroad crossing behind Rindge Towers emerged again on May 1 when David Durrell of Burlington was struck and killed by a Boston and Maine B&M commuter train as he was crossing the tracks with some friends.

The crossing in question consists of an improvised path across four sets of railroad tracks between the Rindge Towers apartment buildings and the Fresh Pond Shopping Center on Alewife Brook parkway. On both sides of the tracks, which are used principally by B&M commuter trains, cyclone fences have been cut away, trampled, or constructed in such a way that it is possible to walk the 75 feet or so across the railroad right of way.

The alternative to walking across the tracks is to walk about a half a mile to a bridge on Alewife Brook parkway or approximately the same distance in the opposite direction to Sherman street where there is an intersection with crossing gates.

(Continued on page 10)

Decision expected on Ruggles license suit

Judge Edward J. Rockett is expected to make a decision within a week or two concerning the transfer of a liquor license to Ruggles of Harvard Square Inc.

The pizza restaurant, which has sought a liquor license since Oct. 7, 1982, has brought a civil suit against the Cambridge Licensing Commission in Middlesex Superior Court.

Ruggles is charging the commission with acting in an unreasonable, arbitrary, and capricious" fashion when it denied the eatery a liquor license transfer from the Brickyard Pub Inc. last Sept. 13.

Last week, lawyers for both sides argued their cases before Rockett, and he said he would try to make a ruling in the case as soon as possible.

The commission denied the license transfer to Ruggles because it wants to limit the number of liquor licenses in the Harvard Square area.

The suit also [illegible] the objections of area churches, neighborhood organizations, and some city officials, that increasing the number of licenses in the square would not accomplish anything good.

Nevertheless, Ruggles is claiming the commission is saying one thing while doing another.

In court papers, the restaurant cites approval of a liquor license for Grendel's Den as one example of the commission's not abiding by its self-imposed limitation.

The restaurant also charges the board acted contrary to [illegible] Square policy when it granted an alcoholic beverages license to the [illegible] ed Charles Square Hotel.

The commission, Ruggles [illegible] ed undue weight upon the [illegible] Harvard Square Defense [illegible] Ruggles [illegible] the Defense Fund [illegible] transfer to maintain [illegible]

Compromise reached [illegible]

Fitzgerald teacher [illegible]

Railroad crossing

May 10 1984 (2)

(Continued from page 1)

For reasons apparently having as much to do with human nature as anything, scores of people from the Rindge Towers side of the tracks who work or do their shopping in the shopping center traverse the tracks every day.

That is precisely what Beverly told Marilyn Ryley did on the morning of June 23 of 1977. Ryley, an employee at the time of the Deli Delight delicatessen in the shopping center, was on her way to work from her apartment in Rindge Towers when she was caught between trains going in opposite directions on the tracks and killed.

To many who have not grown accustomed to trips across the tracks as those living along Rindge avenue have, the deaths of Ryley and Burrell may seem like acts of carelessness. Nearly everyone who makes the trip with any frequency, however, says that either they have had a close call or they know someone who has. Many have memories of a long series of train-related deaths in the area.

"I've seen four or five deaths," said Everett Murray, a resident of one of the towers since 1970.

"I had a couple close calls myself," said Keith Williams, another long-time resident of the apartment complex. "You might have something on your mind." Williams said in explanation of how a person might cross the tracks and not see a train. "After a while you just tune out the sounds of the train."

"They should have a guard here or something," Williams continued. "It might cost some money but it could save a life."

In fact the question of money seems to be one of the main impediments to resolving the situation as no one individual, governmental body or management firm seems to be able or willing to raise the funds necessary to construct a footbridge or make improvements that would eliminate the danger of the crossing.

This fact is made more complicated by a longstanding disagreement about who is responsible for preserving the safety of those who cross the tracks.

The area between the fences is owned by the Mass. Bay Transportation Authority (MBTA) which purchased the tracks and property from Boston and Maine B&M railroad in 1976. Though the B&M claims the tracks as its exclusive right-of-way.

MBTA spokesperson Lasto Fisher said recently that the MBTA has generally taken responsibility for maintaining the fences and keeping people off the tracks.

The present condition of the fences, however, leaves some doubt as to how well the MBTA has fulfilled this responsibility. On the Rindge Towers side of the tracks, at least one fence have been lying flat on the ground for so long that trees have grown up through them.

At the shopping center side of the tracks three four-foot openings have been [illegible] fences to allow walkers [illegible] large pools have been [illegible] people from pushing shopping carts [illegible]

Fisher said the MBTA may have been responsible for construction of the posts, but he said that he believes the MBTA has agreements with the management of the shopping center and the apartments giving those two bodies the responsibility for upkeep of the fences. As of last Tuesday, he said, MBTA lawyers were searching for those agreements.

Max Wasserman, owner of Sherman Associates, which manages the Alewife Brook apartments, the tower along Alewife Brook Pkwy., said he and the managers of the other two Rindge buildings are responsible for maintaining the fences.

But, said Donna Bronk, manager of the two other buildings, "it's my understanding that it's the responsibility of the railroad." Bronk however expressed some uncertainty about the matter and said her employer, Federal Management of Boston, would have the definitive answer. Messages left at Federal Management received no response as of "Chronicle" press time.

Kate Murphy, assistant to the senior vice-president of Saunders Associates, which manages the shopping center, said her office had not heard about the recent death on the tracks and said she was not sure who maintained the fence for the shopping center. A maintenance worker at the shopping center said Tuesday that he repaired the fence frequently but there was virtually no way to keep people from crossing the tracks.

Frustrated

Josie Avakian, a resident since 1965 of the Jefferson Park housing development next to Rindge Towers, has been trying to do something about the railroad crossing for over ten years.

In 1973 after a sixth grade boy who lived in Jefferson Park was killed at the nearby Sherman street railroad crossing, Avakian said she and 25 other neighborhood residents went to the city council to ask that something be done to protect the safety of the area's residents, many of whom — like those in Rindge Towers — are poor and not especially politically influential.

She said the council looked into the matter and helped secure a promise from the Army Corps of Engineers to build a footbridge out of surplus Army materials. Nothing was ever done, she said, because of squabbling over who owned the land the bridge would be built on.

She and several others tried again in 1977 following the Ryley death. That time she said the city manager, several other city officials, and a group of tenants met with MBTA officials who said they would build a "grade crossing" with railroad gates, warning lights and a walkway that would enable people to walk easily over the six-inch rails.

Six months later, she said, some rail construction work was done which did little but make the middle tracks higher and somewhat more difficult to cross. No grade crossings were ever installed.

"Four people have been killed and four people maimed," she said, "and nothing has ever been done."

Avakian noted, however, that a footbridge is expected to be constructed behind Jefferson Park as part of large-scale renovations going on at the housing development. This, she pointed out will not solve the problem of the crossing behind Rindge Towers.

Terry Lurie of the Cambridge Housing Authority said that half of the estimated $300,000 needed to build the bridge has been raised but she [illegible] where the rest of the money might come from. On the structure, which she said probably not be finished for at least two years.

City Councilor Thomas Danehy, who says he often crosses the tracks behind the Towers while jogging, said the failure to resolve the crossing problem is essentially a financial one.

"It's a matter of who's going to pay for it," he said. "...My own feeling is that the state or the federal government should pay for it."

"I might stick an order in at the council next week to see if we can light a fire under somebody's behind," Danehy said, adding that he and other city officials have attempted several times over the years to resolve the crossing problem.

Ed Avakian, a lifelong resident of North Cambridge, recently he feels it is not only money that is keeping a bridge from being built.

"You're dealing with poor people," he said of many of the people who cross the tracks via the impromptu crossing. Avakian explained that because many of the residents of Rindge Towers do not vote, public officials treat them with "varying degrees of concern." Many of the apartments in the two Rindge Towers known as the Fresh Pond Apartments are federally subsidized.

"It's like you live on the wrong side of the tracks," said Ben Halprin, a tenant since 1973 in one of the towers. "Something has to be done," he added. "Forget about who's going to pay for it."

In the meantime, mothers, fathers, and children will continue to stream across the tracks between their homes and the stores they patronize and work in, senior citizens, many of whom have trouble getting up and down stairs, will continue to trudge across the rocky railroad bed, and students at the Fitzgerald School, which has already lost one pupil to a train accident, will continue to walk and play along the tracks.

Webelo cubs graduate

The Cambridge Council Boy Scouts of America welcomes the newest Boy Scouts in the City of Cambridge. The new scouts graduated into the scouting program at a recent ceremony held at the North Church Congregational on Massachusetts Avenue. The boys graduated from the Cub Scouting program into the Boy Scouting program after completing three years as Cub Scouts. The final year of Cub Scouting was spent in the Webelos program working on activity badges and preparing to join the Boy Scout program.

The graduating Scouts were presented for the ceremony by the adult leadership of the Cub Scout Packs and welcomed into Scouting by the Scoutmasters of the Cambridge Council Scout Troops. Commissioner Richard LaBoissiere was master of ceremonies for the ceremony and a gift of an American flag set was presented to every boy by Executive board member Allen Korb.

Graduating from Pack 6 were Scouts Ethan Carberg, Liam Davis, Alex Haxeltine, and Adam Spence.

Todd Harvey and Eaton King graduated from Pack 33. Robert Hill, Henry Maniuel, Paul Melanson, Jason Santoro, Matthew Shaw, Heraldo Sutton, Jeffrey Webb and Dean Wolle graduated from Pack 73.

Webelos scouts graduating from Pack 16 were Matthew Cox, Mark Hughes and Lucas Falxa.

The new Scouts will now be able to participate in the Cambridge Council Scouting Comporee to be held on May 18-19 and 20 at

Ruggles suit

(Continued from page 1)

Harvard Square, its leadership has interests in competing alcoholic beverages licenses."

The eatery further contends that the license transfer was denied even though the commission felt no more public drunkenness, sale to minors, or other public harm would result if it was granted.

"The very inability to articulate how a Ruggles license would be detrimental to the public interest compels the conclusion that the commission's generalized reasons for denial of Ruggles' transfer application were not its real reasons for denial," the restaurant's legal brief reads.

The city, meanwhile, counters by noting that the court in other cases has decided not to substitute its judgment for the judgments made by local authorities.

Local licensing boards have the expertise and knowledge of community problems to make decisions regarding license transfers, the city claims.

According to its court briefs, the city says a licensing board decision must be found to be "whimsical or not based on logical analysis" for it to be overturned.

In the case of Ruggles, the brief reads, the reasons for denial given by the board represent a "judgment that was not arbitrary and capricious."

—ANTHONY BALDO

ENGINEERING SKILL
[illegible] is important as
[illegible]
[illegible] quality

JUST IN TIME FOR Mother's Day
CULTURED PEARLS
Direct from the Orient
4 Days Only
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UPDATE CAMBRIDGE

NEIGHBORHOOD NOTES

Rindge Tower Tenants Plan to Petition for Footbridge across Tracks

Rindge Tower tenants are gearing up for a two-pronged campaign to ensure that a footbridge across the railroad tracks between their buildings and the Fresh Pond shopping center is funded in the next city budget.

Tenants, many of whom have been pushing for a bridge for up to 13 years, say residents of the buildings have been injured and killed crossing the train tracks, and that the alternate route, the bridge on the Alewife Brook Parkway, is equally dangerous because of heavy traffic and unshovelled paths.

Residents plan to conduct a petition drive in the lobbies of the towers and at the shopping center to solicit support for the bridge. They also plan to meet with the city manager, who makes up the budget, and with city councillors, many of whom signed a pledge written by the tenants to vote against any proposed budget that does not include bridge funding.

"For thirteen years it's been an issue up here, but for the city it's not a priority," Paulette Johnson, tenants union chair, said at a recent meeting where several tenants exchanged horror stories about crossing the railroad tracks and vowed to not let another city budget pass without money for their bridge.

Residents say there are no signals or speed limits for the trains at that section of the track, and by the time someone crossing the tracks hears the train horn, there is not much time to get across the four sets of tracks. "I was sitting in my car watching a man crossing the tracks and I didn't even see the train until the guy was hit," noted Carol Duclos, a resident of one of the towers.

Duclos said another time she and her 5-year-old son were crossing the tracks and she saw a train approaching so quickly there wasn't time to get all the way across. "I had my son between my legs and I had to hold on to one set of tracks or we would have been sucked right in by the passing train, she said.

After more than 50 tenants brought their complaints to city council last April, the council unanimously approved the construction of a footbridge. But no funding was recommended by the city manager, so the project got no further, explains City Councillor David Sullivan.

Sullivan says he has met with City Manager Robert Healy, who questions whether the bridge would in fact be used enough to warrant the expense. Joe Kellogg of the Cambridge Community Development Department has estimated that a bridge could cost between $500,000 and $1 million to construct. "I'm quite sure it would, and he just needs to be convinced of that," Sullivan says, suggesting tenants also meet with Healy to drive home that point.

Most of the tenants in the towers walk across the tracks because "it's a three minute walk as opposed to walking around the corner, over the bridge (on the Alewife Brook Parkway), and back down" to the shopping center, Johnson explains.

Residents say crossing the tracks is especially dangerous for children, who often play in the area, drag their bicycles across the tracks, and are unaware of the potential dangers.

Tenants at the meeting also discussed requirements for the bridge, such as access for the handicapped, and some sort of cover over the bridge. But "if and when they decide to do it there are things we can request . . . right now we just need to get the bridge up," Johnson said.



PHOTO BY RICHARD FELDMAN

Rindge Towers tenants want a footbridge over the railroad tracks, between their complex and the Fresh Pond shopping center.

First Phase of Road Upgrades in Lechmere Square Near Completion

While the first phase of road improvements in the Lechmere Square area is almost complete, the entire renovation project won't be finished for approximately another two years, according to Richard Easler, transportation coordinator with the city's community development department.

Easler says that paving of streets included in the project's first phase is scheduled to be finished "before winter sets in." This will alleviate some of the traffic tie-ups in the area and keep drivers from taking short cuts through the residential neighborhood which bothers some East Cambridge residents. Phase I of the project includes the O'Brien Highway from Third Street to Industrial Park Road, the block of Cambridge Street between Lechmere Square and First Street, and First Street between Cambridge and Binney streets, Easler explains. Trees and grassy areas will be planted along the highway in the spring, he adds.

"There is such congestion and tie-ups of cars, they sneak into the side streets to duck it," explains City Councillor Al Vellucci. He says drivers who know the back routes drive down Otis, Thorndike and Spring streets, which lead directly into the Lechmere Sales parking lot. "It's opened a lot of traffic lanes into the neighborhoods," he charges.

Vellucci says he has been fielding a lot of complaints from residents about traffic on Lambert, Gore and Fulkerson streets, where traffic congestion-evaders have discovered another route to escape the construction area on the O'Brien highway. Vellucci says he filed an order in city council requesting the city traffic and parking department study that area to see if any of the problem could be alleviated. But Easler and George Teso, director of traffic and parking, says the problem will solve itself as soon as Phase I of the project is finished.

The second phase in the eight to nine million dollar construction project is a widening of the bridge on Commercial Avenue over the Lechmere Canal from four to six lanes. "Demolition of several buildings to make way for the construction will be done soon, and some bridge work can be begun over the winter, Easler says, adding the entire project will take about two years to complete. Traffic will be allowed on the bridge throughout construction, he says, explaining half the bridge will be built at a time, with cars using the other half during construction.

Teso adds that the next construction phase "won't have as much impact" because cars will be allowed to use First Street, and a truck ban will be imposed on Third Street to keep the trucks out of the residential neighborhood. The construction contract stipulates that traffic must be kept moving in all directions at all times, Teso notes, adding, "It might move slow but it will move."

Bids opened last month for the third phase of the project, Easler says. This phase involves widening Commercial Avenue to six lanes for two-way traffic and returning three of the current five lanes of the Cambridge Parkway to a park, leaving one traffic lane and one parking lane on the parkway, and a green strip along the river, he explains. Construction is expected to begin next spring and be completed within the construction season, he says.



East Cambridge Residents Plan St. Park in Street

East Cambridge supporters of a Street pedestrian park, armed with results from a recent postcard survey neighbors, will be at the Cambrid Council meeting next Monday to proval for a project they have been for more than a year.

An overwhelming 134 of 180 who responded to the mail survey ed by the Cambridge Community ment Department (CDD) unconc support permanently closing Otis traffic between Second and Thir says Liza Malenfant, a planner at C adds another 20 respondents sup park if various conditions they listed such as adequate security and main and not allowing dogs into the ar

But there is some neighborhoo tion to the plan. "We don't want it Betty Saccoccio, an Otis Street resi claims long-time residents and pe plan to stay in the area do not su park. Saccoccio says the prohibition on that block will force mo problems throughout the rest of t borhood. "And there will be a lo and kids hanging around there...eve don't have enough police and it worse . . . with kids playing ball a ing windows."

Plans for the park, adjacent to vated Bulfinch Courthouse comple a brick walkway enclosed by two iron gates at the Second and Third trances, explains Malenfant. In the be benches and a fountain that vered over for performances, all ed by trees and shrubbery, Male

If the park project is approved at city council hearing, construction in the spring — after the new park on First Street is completed so house employees who currently p Street will have new parking are fant promises.

Maintenance for the park will be of by Bulfinch Courthouse deve ham Gund, and a security plan worked out with the city polic departments, Malenfant adds.

Nick Geraigery, a member of the bridge Stabilization Committee, sa always been for it . . . It will b teresting and much cleaner than cars that are parked there now."

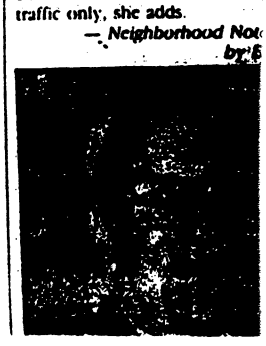
But City Councillor Al Vellucc quested the postcard survey as soliciting neighborhood opinion, dents living across the street fro posed park are opposed to it be fear people driving to attend pe at the park will park their cars in residents' homes.

Saccoccio says neighbors op park gathered signatures from r a petition which they presented ous hearing. But Geraigery says ple who signed it had distorted id the plans for the park were and s rescinded their signatures.

After several community he proposal made it to the city coun only to be charter-righted (or dis missed) by City Councillor Walt who claimed he was not sure th hood fully supported the plan.

The Otis Street park was ori posed as part of the overall plan in 1978, as a way to connect th neighborhood with the Lechme waterfront area, Malenfant exp park is constructed, Otis Street cond and First streets will be o traffic only, she adds.

— *Neighborhood Not by E*



that before Frost took over the bar had a bad reputation for attracting "bad apples."

Acting commission chairman Mary Calnan, who cast the dissenting vote on the case, says she favored changing the bar's closing hour from 2 am to 1 am.

"I was pleased" with the decision, says Frost, who claims some of the incidents may be caused by disgruntled former patrons of the bar who have been banned from the establishment since Frost took over the pub. "We've been trying our damnedest to clean the place up and get rid of the riff-raff and I think we're finally doing that," he asserts.

But residents of Bellis Circle—the street that loops around on both sides of the bar—were angered by the licensing commission vote. "We're appalled and we're angry and we feel that the commission has been very unresponsive to neighborhod concerns," says one resident who asked not to be named. He says area residents may bring another complaint before the commission or appeal the case to the state Alcoholic Beverage Control Commission. "Our goal is to restore the community to its previous relative quiet," he explains.

Residents say they have heard or seen numerous instances of illegal parking, car horns honking and engines being gunned, late-night shouting and fighting and littering in the small neighborhood, as well as seeing people taking or selling illicit drugs and urinating in public. One resident, Abbott Lahti, had gunshots fired into two cars parked in his driveway February 22 after complaining to police about illegally parked cars on Bellis Circle.

While acknowledging that much of the evidence is circumstantial, residents believe the problems are being caused by the patrons of the Patriot Pub since many occur on weekends during the bar's popular operating hours or just after it closes, and since there is nothing in the immediate area besides their homes and the bar. They also contend that while the neighborhood was not free from problems under the bar's previous ownership, the problems have greatly worsened since Frost took over.

The commission vote also angered some city officials, such as Cambridge City Councillor Francis Duehay, who favors closing down the bar. "I am very disappointed that they (the commission) took no action," he says.

Mayor Leonard Russell, also displeased with the commission's decision, requested city manager Robert Healy set up a meeting between Frost and area residents.



...ning lawsuit will facilitate the university's plans

PHOTO BY RICHARD FELDMAN

...cil vote, Harvard had bought some land from Cambridge developer Louis DiGiovanni and had an option to sell it back to DiGiovanni if their plans for the site—which now houses University Place—did not work out. If Harvard had not objected to the district and if they had to sell the land back to DiGiovanni, the university could have been sued by the developer for not preventing a decrease in the land's value, claims O'Neill.

...In this light, O'Neill is puzzled by the council's desire to force Harvard continue its suit. They are saying 'don't drop your suit. We want you to sue us!'" she says. "It's a confusing message for us to hear."



PHOTO BY RICHARD FELDMAN

North Cambridge residents say the only way to end the dangerous practice of crossing the railroad tracks is to build a pedestrian overpass.

TAB March 7, 1985

Bypassing Danger

Fresh Pond residents call for railroad overpass

By Mindy Blodgett

Elizabeth Randolph, a tenant at the Fresh Pond Apartments, told a chilling story to the Cambridge City Council on April 29.

"Picture a day in May, springlike weather . . . people coming home, hurrying to and from the mall," Randolph said. "Three young people are crossing the tracks; they're laughing and talking. One of them stops in the middle of the tracks, he freezes, they hear the train. They shout to him, he can't move, they hear the screeching sound of the train, the sound-of-the-train hitting that young man . . . These are the things we dream of all the time."

> **"How many people have to die? You do not see us as a political voice, but we are and we will be heard."**
> **— Paula Johnson**

The young man was killed by a train on May 1, 1984, Randolph told the council. "He was killed by a B and M (Boston and Maine) Railroad commuter train," she said.

Randolph was among about 40 North Cambridge residents who came before the council on April 29, asking the city councillors for help in getting a pedestrian overpass built over the train tracks between the Fresh Pond Shopping Center and two nearby residential complexes—Fresh Pond Apartments (also known as Ridge Towers) and the Jefferson Park housing development. Residents have been pushing for the construction of the overpass for several years, claiming there is currently no safe, convenient way to get across the tracks to the shopping center, where many of them buy groceries and necessary goods.

A council order introduced by city councillors Thomas Danehy and David Sullivan at last week's meeting noted the grave safety hazards posed by attempts to cross the railroad tracks between the residential projects and the shopping center and pointed out that the shopping center and the residential projects are the only [illegible] Cambridge. Currently, [illegible]

such an overpass in its capital budget recommendations to the city manager, funding has never been proposed to the city council."

"This bridge is more important than all the parking garages and street and sidewalk improvements in the city," Sullivan said. Sullivan also stated that he hoped the city manager could find the money for the overpass in this year's budget.

Randolph told the council that the issue is becoming particularly urgent with the approach of summer and with plans to move a playground at Fresh Pond Apartments closer to the tracks.

"I've heard one figure that says it will cost about five hundred thousand dollars for an overpass," Randolph said. "But a human life is priceless. Our kids are our future."

Paula Johnson, a representative from the Fresh Pond Apartments Tenants Association, told the council, "The easiest and fastest way to get from our apartments to the shopping center is to go across the railroad tracks, and we need an overpass to make it safe."

Johnson also warned the councillors that the residents would have the overpass issue in mind when they voted for city councillors in next fall's election. Some residents have charged that the overpass proposal has not been a top priority for the city because many of those concerned about the issue are low-income residents.

"We want you to know that this will be our issue, that we will vote on this issue, that we are not crying wolf," Johnson said. "How many people have to die? You do not see us as a political voice, but we are, and we will be heard."

City Manager Robert Healy told the council that constructing an overpass would cost about $800,000 to $900,000, and added, "We are considering many funding sources."

The council voted unanimously to ask Healy to continue to look for funding. Healy said he would try to resolve the issue "by the summer."

However, [illegible] worry that an overpass will not be the [illegible]

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6/24/93 Boston Globe

MICHAEL H. SAVITCH

Michael H. Savitch, 48

Ch. 7 news photographer

A memorial service will be held today for WHDH-TV (Ch. 7) news photographer Michael H. Savitch, 48. He died Tuesday of an apparent heart attack at his home in Bedford.

Mr. Savitch was born in Boston and attended Peabody High School, Grahm Junior College and Middlesex College, from which he received a degree in communications.

During his 17 years with Channel 7, Mr. Savitch worked almost every major event in the city, from presidential visits to tenement fires.

Mr. Savitch won a Boston Press Photographers Association award in 1980 for his coverage of the Tall Ships visit to Boston. In 1983, he received a letter of commendation from the Cambridge Police Department for assisting in the rescue of a woman who had been hit by a train.

He leaves his wife, Shari; two sons, Joseph and Joshua; his parents, Mildred and Howard Savitch of Peabody; and a sister, Terry Patria of North Andover.

Services will be held at 11 a.m. in Temple Isaiah in Lexington. Burial will be in Shawsheen Cemetery, Bedford.



GLOBE STAFF PHOTO / PAT GREENHOUSE

Officials examine the scene where a girl was struck and killed yesterday by an MBTA commuter train.

Girl, 10, killed by MBTA train

Somerville fourth-grader is struck near Union Square

By Patrick McGee
CONTRIBUTING REPORTER
and Thomas C. Palmer Jr.
GLOBE STAFF

SOMERVILLE – A 10-year-old Somerville girl was fatally injured yesterday afternoon when she was hit by a commuter train under a bridge near Union Square, authorities said.

Officials said Natasha Shillingford was struck by the Massachusetts Bay Transportation Authority train on the tracks under the Washington Street bridge about 1 p.m. She was pronounced dead at Massachusetts General Hospital about 30 minutes later.

Police said Shillingford, a fourth-grader at Lincoln Community School, and several other youths were spray painting graffiti when the Fitchburg-Boston inbound train came around a bend. Shillingford, who lived near the accident site, and the others apparently were on their way home, police said.

"We think they were probably doing a little graffiti on the wall down there on the wall of the bridge. The wall has new graffiti on it," said Capt. James Tatoksy. "It's a place where the kids have been hanging around and we've been chasing them out all the time."

The accident remained under investigation last night.

Lionel Burton, who said he was the girl's uncle, described her as a "very friendly" youth with an interest in ballet.

"She was a nice, lovely kid," Burton said.

Some area residents said the tracks are dangerous because there is no fence to keep out trespassers. Youths often go to the area to drink alcohol and spray paint, and neighbors have complained to authorities in the past, several residents said.

"We've called the MBTA. We've called everyone we could think of to call," said Nicholas Nardone, who has lived in nearby Olive Square for about 11 years. "From day one when I moved in here it's been an issue. It's a damn shame it had to be a thing like this to bring attention to it."

Eric Bosco, who also lives in Olive Square, said he heard screams at the time of the accident, then saw three youths run from the area.

MBTA spokeswoman Robin Bavaro said the place where the accident occurred was not a particular problem area. The accident involved the 11:24 a.m. train from Fitchburg to Boston, she said.

It was the fifth death on Boston-area commuter-line tracks this year. Bavaro said that last year there were eight deaths on commuter tracks, which she said was an unusually high number.

Woman killed when hit by train

A 45-year-old Cambridge woman was killed yesterday afternoon when she was struck by an MBTA commuter rail train while attempting to cross the train tracks. The woman was crossing the tracks near Fresh Pond and Rindge Towers in Cambridge when a inbound commuter train from Fitchburg hit her.

3/12/93 Boston Globe

Elizabeth Rieker

coverage from local television and print media.

Last Friday afternoon, about 25 people marched from the former Tent City site to MIT and staged a sit in outside MIT executive offices. There were heated exchanges between the Tent City group and MIT's Sudnikoo, but no injuries or arrests.

On Monday, more than 100 people gathered in the lobby of an MIT building for a noontime protest that included anti MIT folk songs and speeches by Tent City residents, their supporters, and two city councilors. After the rally, a group of about 20 people marched to the former Tent City site and sang protest songs.

"We are not going anywhere until the principles of Tent City prevail," said Guernsey, an advocate who has become the chief spokesperson for the group. "We are morally outraged about the activites of MIT."

MIT's eviction action has been criticized for its "bad timing" and "bad faith." It came just four days after the city council requested a hands-on negotations proposal. And according to those close to last week's events, the negotations never seemed to have a chance.

"I was somewhat surprised that they would move without negotiations given the city council's actions," said Mangano, who met with MIT's Walter Milne last Wednesday at City Hall, two days before the eviction.

"I urged him to sit down at the table and talk with the Tent City folk and he said he understood what I was saying," Mangano recalls. "But Mr. Milne was not prepared to come to the table to talk."

City Councilors Alice Wolf and Frank Duehay further criticized MIT's timing at protest events after the eviction. Wolf said the eviction was carried out "in very, very bad faith" and Duehay called the action "reprehensible for one of the most important institutions in the community."

Rumors of a Tent City eviction circulated through the city as early as Wednesday night. Many Tent City supporters showed up at the site early Thursday morning expecting MIT police to show up. Cambridge Police Chief Anthony Paolillo visited the site

slated for private development. The former Tent City site was located within the boundaries of a proposed two million square foot office, retail and housing development known as University Park.

A rezoning proposal for the development is currently under review by the city. And a number of councilors said this week in the wake of the eviction that the proposal should be reexamined to include more affordable housing for low- to moderate-income people.

"This highlights things that many other people have been saying for years," Councilor Wolf said. "We need more housing."

Former Tent City residents and their supporters are now planning for future negotiations with MIT and waiting for details on a proposal from a private developer to provide a rent-free building at 245 River St. Under the proposal, approved by the city council this week and accepted by the Tent City people, the building would be offered rent-free for six months to the homeless people and the city would pay for utilities.

There are questions about how the building would be managed and what can be done beyond the temporary six-month arrangement for the homeless people. The city is expected to investigate those details this week.

A meeting between MIT and former Tent City residents is also expected to take place this week.

"We would like to accept (the six-month rent-free) offer with the clear understanding that it is only part of the package and this is not the final solution," said Stewart Guernsey. "We want negotiations with MIT. We certainly don't think MIT itself can solve the problem but we do not excuse MIT from its obligation."

The former Tent City residents, now scattered at shelters and friends' homes in the area, have also hinted that they may regroup on another site in the city.

At one point during this week's council meeting, Parks drew a loud round of applause when she asked aloud, "Can we put our tents out front of city hall for awhile?"

Y offers racquetball

Beginner and intermediate levels of racquetball instruction are being offered by the Cambridge Family Y, 820 Massachusetts Ave. Classes began on Tuesday, Nov. 3. These are four week sessions. Beginners classes are offered from 6:40 to 7:30 pm and intermediates from 7:30 to 8:20 pm. Fees are $25 for members and $50 for non-members.

For further information, contact the Cambridge Family Y at 876-3860.



ROYALTY — Margaret Coady was proclaimed the 1987 Watching Our Weight (WOW) queen at the North Cambridge Senior Center recently. The weight control program is an activity of the

Man killed on tracks

Continued from page 1

there were two sites proposed for the bridge. The first choice would bridge the shopping center to Rindge Towers. The second proposal is a bridge to link Jefferson Park to the proposed New street athletic facility.

The train tracks are MBTA property, and Zabitis was struck by a commuter train. "The area is a constant problem. We rebuilt the fence over and over," said Win Carbona, spokesman for the MBTA.

The recent incident is under investigation by the state Department of Public Utilities (DPU), which oversees safety of the general public,

railroad equipment and tracks.

MBTA property is included in DPU jurisdiction, giving the DPU power to issue rules or requirements to the MBTA, regarding fences, pedestrian crossings and rights of way.

Zabitis was a lifelong resident of Cambridge.

He had hearing problems and did not see very well, said Cyr, who knew him. "He was very independent; he fought going into a nursing home," added Cyr, executive director of the Cambridge Committee of Elders.

YOUTH



versity to commit
e. (Staff photo by

By J. Barry Mothes
Staff writer

One week ago a sense of hope and progress surrounded the story of a group of homeless people living in tents since mid-October on a block of MIT-owned property.

The city council had agreed to ask MIT to let homeless residents at "Tent City" stay put until a settlement could be reached with MIT on finding permanent housing for the residents.

Philip Mangano, the city's widely respected emergency services coordinator, was picked to mediate the negotiations.

"We're moving in the right direction," said one councilor after last week's council meeting.

But this week the city is reeling after MIT police carried out a sudden, and some say unnecessarily aggressive, eviction of the homeless residents at 6:30 am last Friday.

Ten people were arrested during the eviction but only one, "mayor" Evelyn Parks, was a Tent City resident. The others were advocates for the homeless and Tent City supporters. Parks was briefly hospitalized for injuries sustained during the arrest.

MIT's action last Friday has ignited an emotional debate in the city about the institution's ethical and moral character, its role in the city's housing crisis, the behavior of its campus police, and a range of issues related to the growing problem of homelessness in Cambridge.

Continued on page 8

I'm very angry at the situation MIT placed some very vulnerable people in, to have to scramble for housing on the coldest weekend of the year.

Stewart Guernsey
Advocate for the homeless



MIT POLICE handcuff Tent City "Mayor" Evelyn Parks during last Friday's early morning bust. (Photo by Phil Barber)

Vol. 141 No. 48 Cambridge Chronicle Nov. 26, 1987

Man killed crossing RR

By Jane Thurman
Staff writer

A 67 year-old Cambridge man was struck and killed by a train while taking a shortcut last Thursday across commuter rail tracks in North Cambridge.

Charles Zabitis of 402 Rindge Ave. was killed when walking across the tracks after getting through a fence opening opposite the Fresh Pond Shopping Center.

For years, North Cambridge residents have ignored the nearby "railroad bridge" and cut across the tracks to get to the shopping center.

"Everybody cuts across the tracks," said Ed Cyr, a North Cambridge resident. "You can either go 100 yards or go over the bridge and walk half a mile. For 20 years, people have been arguing about how a bridge should be built there. In my lifetime half a dozen people have been killed there."

According to Councilor Saundra Graham, the city council passed an order five years ago, ordering the city manager to have a footbridge built over the tracks. City Manager Robert Healy says that because of recent handicapped requirements, the cost of building the bridge would cost over $1 million, not including a land taking on the shopping center side of the track.

Healy also said he was unable to obtain a funding source for the construction of the bridge.

"How many deaths is it going to take before that bridge is made?" Graham asked this week. "It's either money or lives."

Last September, Healy also said

Continued on page 8

Man wins suit on ticket, charges rights violated

By Jay Weaver
Staff writer

Two weeks ago, a Boston resident won a tough legal battle against the city over a $10 parking ticket, but he's not stopping there.

Next week, Peter A. Crawford, 33, will take the city back to court for allegedly violating his civil rights after his ticketed car was towed ago. The recent court decision on the parking violation has already forced the city to change its regulations in loading zones.

In the lawsuit, Crawford is seeking $50,000 in damages for false imprisonment, assault and battery, mental anguish, and violation of his rights on the evening of Nov. 15, 1984. The pre-trial hearing is set for Friday, Dec. 4, in U.S. District Court in Boston.

18 THE BOSTON GLOBE
SATURDAY, NOVEMBER 21, 1987

MBTA train kills man in Cambridge

CAMBRIDGE – A 66-year old man was struck and killed Thursday afternoon by a train on a commuter-rail line, MBTA spokesman Peter Dimond said. The victim, Charles Zabitis of Kinsdge Avenue Cambridge, was crossing railroad tracks near the Fresh Pond Shopping Center at 1:46 p.m. and failed to hear the warning blast of a train traveling toward Fitchburg. The man was killed upon impact, Dimond said.

Arts ganize

River Fest

mission gencies

department, which a non-profit arm, the is completely under tion of city hall. The Multicultural Arts ned with a permanent om real estate, is a nmental organization performing arts l Second St. outside of municipal govern-

e're often not aware h other is doing, my opinion is that such on is fantastic," said

or seems to have no genda for the com- d David Vickery, an- uncil board member. it was it gives every- ortunity to step back everything in a new kery said. "We've in the last couple of

or said he doesn't nany people will be mission, but agreed on it takes is wide

resident at CMAC, helped organize the s community chorus, ner Chills concerts. missions will come r conclusions,"

These records were ei- y investigators, or left and Hebert, said Out-

enough funding and

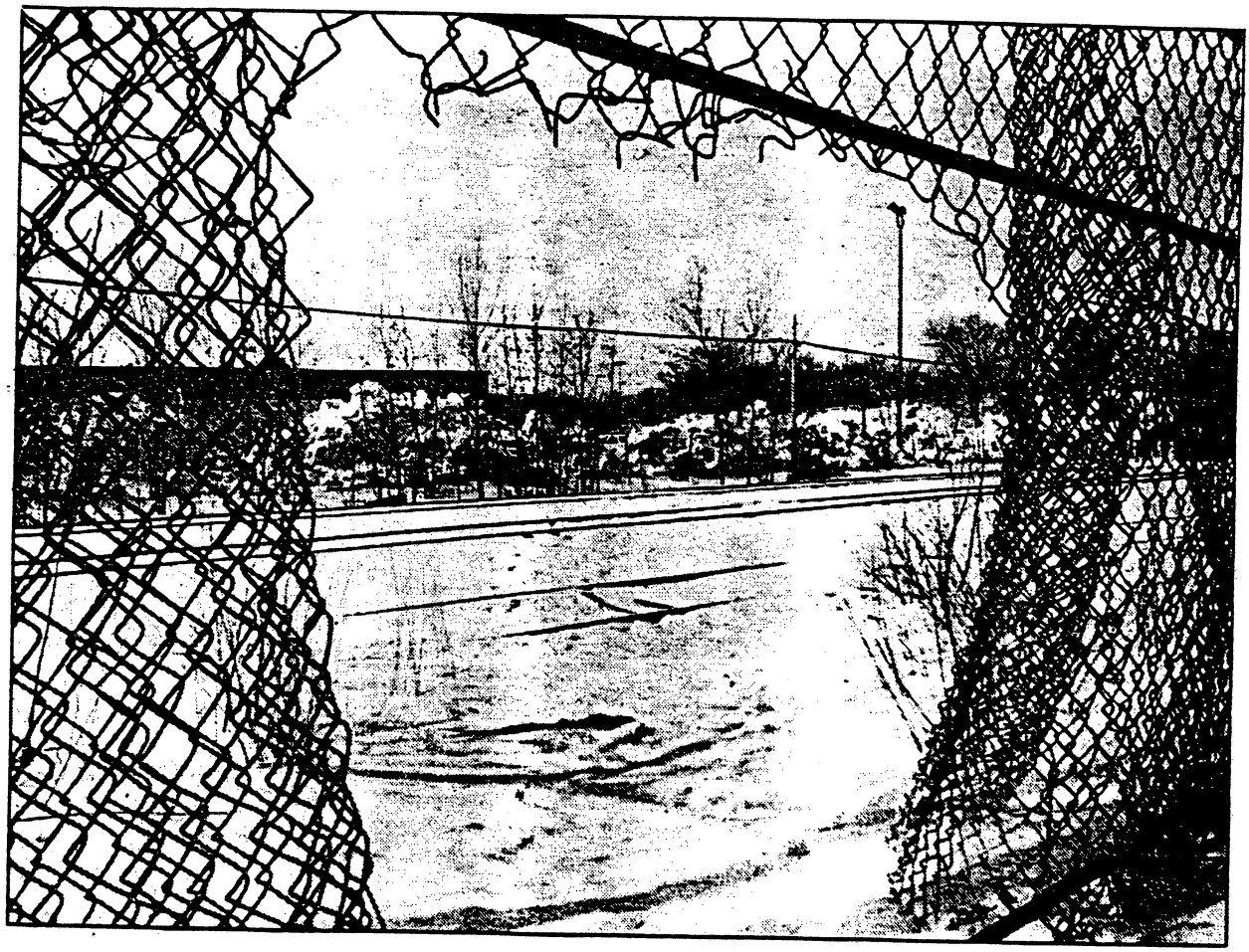


PHOTO BY JANE TYSKA

This hole in the fence behind Rindge Towers, which people use to cut across MBTA tracks, is believed to be the one Elizabeth Richer passed through last Thursday before being struck and killed by a train.

Train kills woman crossing tracks

BY SCOTT FARMELANT
Chronicle Staff

A 45-year Rindge Towers resident was struck and killed by a train last Thursday while crossing commuter railroad tracks behind the apartment complex that were a popular neighborhood shortcut.

Elizabeth Richer was hit and killed immediately by the inbound train from Fitchburg at 12:30 pm. MBTA officials said the death highlights an ongoing problem near the Alewife T station.

"It appears that [Richer] was crossing the tracks after she had crawled through a hole in the fence at a place where people should not be," said Loring Barnes, a T spokesperson.

Barnes said the train operator tried to brake the locomotive, but Richer had no chance. Officials were unsure whether Richer was coming from or going to the Fresh Pond Mall, which is across the tracks from the apartment complex.

T officials said they have long tried to keep area residents from cutting holes in the chain link fences behind the Rindge Tower complex and the Fresh Pond Mall because of the danger.

Apparently, neither mall employees nor workers from the apartment buildings have been able to keep neighbors from tearing open the fence.

"We'd like to urge people not to take that shortcut. There's a sidewalk and we know that it takes a little longer, but it's a lot safer," said Jim Ball, another T spokesperson.

New leadership will change CCA, but how?

Observers see more assertive party under Dowds

A safety lesson unlearned?

After woman's death on tracks near mall, path is cleared again

BY SCOTT FARMELANT
Chronicle Staff

A tragic death on the tracks behind Rindge Towers brought renewed calls for safety measures at a popular, but dangerous neighborhood shortcut. Yet three days after Betty Richer died, workers at the Fresh Pond Mall cleared the way for another tragedy.

With the tragedy still fresh in mind, maintenance workers at the shopping Plaza plowed a walkway to the tracks following the big blizzard, moving aside mountains of snow so potential consumers could risk death to do a little shopping. The action sickened tower officials.

"We've done everything but those people over there [at the Fresh Pond Mall] don't give a shit about us. This community keeps experiencing the loss, not them," said Donna Bronk, property manager at the Fresh Pond Towers.

"I can't believe it. [Snow plow operators] probably didn't know what happened," said Michael Losee, maintenance supervisor for the mall. Sema Magzelci, the mall's general manager, did not return numerous calls on the matter.

Richer's death stands as the latest in a series of accidental deaths attributed to the short cut and passing locomotives. Most recently, tower resident Charlie Zabitis, an elderly and deaf man, died in 1988 while using the short cut. Though the MBTA did not document the number of deaths that occurred at the crossing, City Councilor Ed Cyr recalled numerous deaths at the illegal intersection when he grew up in the area.

Bronk estimated that most tower residents do not drive and therefore must walk to nearby stores. Though use of the short cut has dropped since the Stop & Shop super market left the shopping plaza, those who frequent the mall refuse to use the sidewalk since it takes an estimated ten minutes to go around. Maintenance of fences surrounding the tracks compounds the problem since both the MBTA and tower officials deny ownership of the fence.

Bronk said that her company had spent thousands of dollars trying to keep the tower side of the fence closed but that even a welding operation failed to keep residents from cutting fences. Bronk added that mall officials have refused to address the problem on their side, only putting posts in a man-made opening. Bronk said that measure was designed to keep people from stealing shopping carts.

Peter Dimond of the MBTA said the authority has never owned the fence. Dimond added that the Fresh Pond Mall's plowing operation was "pretty disappointing.

"We certainly don't want to encourage people to cross the tracks. We're in the business to promote safety," said Dimond.

Bronk cited the need for a pedestrian overpass, but said that such a walkway would carry numerous liability and ownership issues between the tower, city and MBTA. Bronk noted that like many residents, Betty Richer was probably running a small errand when she died since a fresh-brewed pot of coffee was fund in her apartment shortly after the fatal mishap.

Despite Richer's tragic death, Rindge Tower residents still use the short cut. One woman seen crossing the track early Friday morning refused to comment on why she used the short cut. But the woman said she knew Richer.

Richer "was my best friend," snapped the woman. Then, clad in a full-length parka and wearing wrap-around sunglasses, the woman stepped through the mall-side opening and walked across the icy tracks, heading for home.

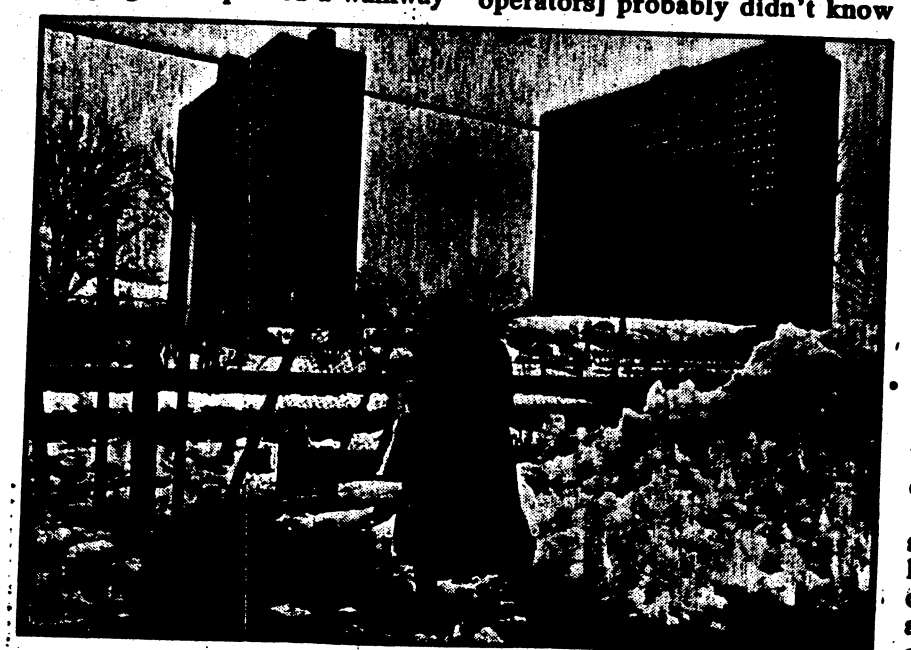


PHOTO BY JANE TYSKA

A resident passes through the pathway that was used by the victim of a recent train accident near Fresh Pond Mall.

Sis er a d ried q estion 'suicide' ruling in woman's de h

BY SCOTT FARMELANT
Chronicle Staff

Grief surrounded the March death of Elizabeth Ricker, who died after a commuter train ran over her while she crossed the tracks behind her apartment complex. With authorities now ruling Ricker's death a suicide without explanation, anger has replaced mourning.

"It's a disgrace. How dare they try to disgrace my sister's reputation. My God, the woman's dead here. I haven't even had time to grieve over her," said Maria Broome, Ricker's sister, after the Suffolk County Medical Examiner ruled the death suicide.

The certificate has outraged Broome and others. They argue that Ricker showed no signs of being suicidal and had made plans to attend a bible meeting in the hours before she died.

Furthermore, they question why Ricker would brew a fresh pot of coffee and visit the pharmacy across the tracks if she planned to kill herself on the afternoon she died. Finally, they wonder if the medical examiner knew that Ricker was an epileptic prone to frequent seizures.

"Why did [Ricker] just make a fresh pot of coffee? Why did she go get her medication? That's a cop out. [Suicide] just doesn't make any sense. And what about her epilepsy?" asked Donna Bronk, manager of the Fresh Pond Apartments/Rindge Towers where Ricker resided.

Ricker died the afternoon of March 11. According to Ricker's death certificate, Dr. Antonio Boschetti of the Suffolk County Medical Examiner's office ruled that Ricker, 45, killed herself. Under privacy laws, the medical examiner does not have to provide a public explanation for the ruling.

"These are confidential records. I am not going to answer any questions," said Mildred Anglin, administrator for the Suffolk County office. Anglin added the medical examiner would be happy to speak with the family should they seek more information.

Broome, who has hired an attorney to explore possible legal remedies with regard to the death certificate, said nobody from the medical examiner's office ever contacted her and that she was never informed of her right to question the autopsy report.

"I didn't hear nothing about it," said Broome.

The ruling of suicide compounds the already difficult situation surrounding Ricker's death. After the death, years of failed promises for an overpass behind the Rindge Towers erupted on the political scene.

North Cambridge activists, citing at least eight deaths by train at the intersection, renewed their call for an elevated walkway. The issue surfaced at city council meetings and most recently, at budget hearings, as Michael Brandon of the North Cambridge Stabilization Committee accused the city of failing to fund a walkway as agreed during the mid-1980s.

For now, Broome, Donna Bronk and other friends remain skeptical of the motivations for the suicide ruling.

"I honestly don't know what's going on. I think somebody's trying to ruin my sister's reputation," says Broome, who thinks her sister suffered a seizure on the tracks and was unable to avoid the oncoming train.

Bronk, who noted that Ricker spoke to her the morning of her death about that night's Jehovah Witness meeting with two good friends, said the woman appeared to be in high spirits.

"I'm not a psychologist and I don't profess to be, but she seemed fine. [Suicide] is ridiculous. I just don't believe it," said Bronk, who knew Ricker for nine years.

Broome confirmed Bronk's assertion, noting that her sister was looking forward to that evening's bible study group.

Broome who said she initially received a death certificate that didn't indicate suicide, called for an investigation of the entire affair.

"Let's get down to the real issue and not try and make excuses about this thing. The question is the safety without the overpass. The whole thing is outrageous," said Broome.

CAMBRIDGE CHRONICLE
JUNE 10, 1993

CAMBRIDGE

Death on commuter rail tracks spurs review of crossing

Rindge Towers residents eschew truss bridge for a dangerous shortcut to shopping center

By Susan Pollack
SPECIAL TO THE GLOBE

CAMBRIDGE – It was not the first time a North Cambridge resident was killed while crossing the railroad tracks near the Fresh Pond Shopping Center. But last month, when a neighbor she had spoken to only that morning was struck dead by an inbound Fitchburg commuter train, Mamie McNary was shaken.

"The situation hit home," said the 72-year-old Rindge Towers resident. "If they don't build an overpass, it's only a matter of time before another person is killed crossing."

McNary's neighbor, Elizabeth Richer, 45, was struck on March 11 while going to the pharmacy to pick up some medicine. McNary herself refuses to cross the tracks. When she has to go shopping, she walks the long way around, across the Metropolitan District Commission's truss bridge. But for people living in the two Rindge Towers buildings farther east and at Jefferson Park, the bridge is even farther out of the way. What's more, residents complain, during winter snowstorms the sidewalk over the bridge is often left unshoveled and is therefore treacherous.

For many, the most direct route to the shopping center is straight across the railroad tracks. Richer's death has thus far not seemed to have deterred other risk-takers. Indeed, during a 15-minute stretch on a recent Wednesday afternoon, some 20 people – including schoolgirls in uniforms, a couple with a child in a stroller, some young boys and an older woman – were seen crossing the tracks.

They squeezed between openings in a chain-link fence at the edge of the mall, where people leave shopping carts. During the same 15 minutes, far fewer people – only a jogger and a couple of pedestrians – crossed the truss bridge.

'If they don't build an overpass, it's only a matter of time before another person is killed crossing.'
MAMIE McNARY, *Rindge Towers resident*

While the MDC has imminent plans to reconstruct the truss bridge to make it safer and more pleasant for pedestrians, motorists and cyclists, the project does not address the needs of residents who need a direct way to get to the shopping mall, say North Cambridge residents and activists.

"There seems to be a lack of understanding of the real issue," said North Cambridge native Peter Cignetti. A local firefighter who was among those who successfully lobbied to have a traffic light installed on Fresh Pond Parkway at the mall, Cignetti has taken on the overpass cause.

On Wednesday night he brought the case to the North Cambridge Stabilization Committee, which voted to set up a subcommittee to raise the issue with the City Council. The committee also decided to investigate possible funding via a federal community block grant.

This is not the first time residents have brought their case for an overpass to the city and MBTA. The issue has been raised at least three or four times since 1977, every time someone was killed, said Richard Clarey, chairman of the stabilization committee. In 1987 the city went so far as to have a study performed and drawings made. At the time, it was calculated that it would cost $1.5 million to construct a steel overpass, Clarey said. "That's not a lot, considering the resouces of the city," he said.

MBTA spokesman Jim Ball said the state agency has no plans for an overpass and no funds for it, although, he noted, the MBTA would be open to talking to the city about such a project.

Michael Rosenberg, head of Cambridge's Community Development Department, said the fact that residents regularly risk lives to get to the shopping center is "obviously, a serious problem."

Rosenberg's department worked on the earlier proposal for an overpass. In his view, the real issue, besides funding, is building an overpass that is located in the right place and of the right design so that people use the structure rather than taking the shortcut across the tracks.

Funeral fund set up for Somerville girl

Authorities probing cause of fatal MBTA train accident near Union Square

By Zachary R. Dowdy
GLOBE STAFF

Friends and neighbors of the 10-year-old Somerville girl who was killed on train tracks near her home have established a fund to defray the costs of her funeral.

Natasha Shillingford was struck by a Boston-Fitchburg Massachusetts Bay Transportation Authority train at about 2 p.m. Wednesday.

Authorities are still probing the cause of the accident, which occurred under the Washington Street Bridge near Union Square, said Robin Bavaro, an MBTA spokeswoman.

Friends of the family said they set up the fund to provide help at a difficult time, particularly since the girl's mother was laid off two weeks ago.

"Natasha's mother is a single parent," said Lotlene Forde, of Hyde Park, a longtime family friend who had known Natasha Shillingford since she was born.

"We're just trying to be there for her and give her all the support she needs. Natasha was such a beautiful child."

Forde said the girl's shoelaces may have gotten caught in the tracks but authorities yesterday could not confirm the theory. One of Shillingford's black sneakers was reportedly knocked off her foot when she was struck.

The speed of the train is also a factor, authorities said, adding that the point along the tracks where the children were crossing is close to a bend that would prevent them from seeing the train until it was very close.

Somerville police have said they thought the girl was with children who were spraying graffiti on a wall near the tracks.

But Forde, who said such behavior was not in keeping with the girl's character, said Shillingford may have been en route to or from a nearby park.

Michelle Murtagh, who lives on the victim's block, set up the fund yesterday afternoon. The mother of a young girl who had often played with Natasha, Murtagh said there's $80 in the fund so far.

"Anything people can give will help," Murtagh said.

Donations may be sent to the Natasha Shillingford Fund, c/o Somerset Savings Bank, 212 Elm St., Somerville, 02144.

Girl, 11, hit and killed by train

By JULES CRITTENDEN

An 11-year-old Somerville girl may have been with a group of kids spray-painting gang symbols under a bridge when she was struck and killed by a commuter train yesterday afternoon, said police.

Natasha Shillingford was declared dead at Massachusetts General Hospital shortly after the 1:50 p.m. accident.

Under the Washington Street bridge by Union Square, where Shillingford was struck, a black spray can lay under the crudely painted gang symbols, "SWA" for Sisters With Attitude, and "MAKRIADOS", the name of a Cambridge gang.

Twenty feet farther down the track, one of her black Reeboks lay near where the girl's body landed.

"The train conductor said he saw a group of kids by the bridge," said Somerville Police Capt. James Tatoski. "We think she panicked, fell and was struck. The other kids ran."

Shillingford suffered massive head and internal injuries when she was struck by a Fitchburg-to-Boston train that might have been traveling at 50 mph, said police.



FATAL TRACK: A train passes by as investigators examine the site where Natasha Shillingford, 11, was struck by another train. Staff photo by Jon Hill

Because of a bend in the tracks, the train would have roared into sight just seconds before it reached the place where Shillingford was struck.

The girl's family was too shaken up yesterday to talk about her death.

Although some friends said Shillingford hung around with "girls who get in trouble" and emulated older gang members, others said they were surprised at reports that she was spray painting when she was killed.

"I didn't think she would do something like this," said Farrah Pierce, 11, who identified police from a photo. "She's my little sister's best friend ... This is very weird. She's a very quiet little girl."

Narjara Bueno, 11, who has known Shillingford since kindergarten, agreed. "She's a very quiet girl. She never gets into trouble."

Pierce speculated Shillingford and her friends may have used the name of Makriados, a Cambridge gang, as "just a tag, like girls have a gang posse."

Bueno said she saw Shillingford and another girl scribbling "Makriados" and other gang



Staff photo, right, by Jon Hill



TRAGIC TALK: At right, a Somerville police sergeant explains to neighborhood youths what happened to Natasha Shillingford, above, who

SOMERVILLE JOURNAL
THURSDAY, MAY 26, 1994

Girl killed by train

BY TIMOTHY LUNDERGAN
Journal staff

A train struck and killed an 11-year-old girl behind the Lincoln Park Community School Wednesday afternoon.

The girl, Natasha Shillingford, was rushed to Massachusetts General Hospital after being struck by the train around 12:50 p.m. on the MBTA commuter rail line near the Washington Street overpass. At the hospital she was pronounced dead of massive internal injuries.

She was a student at the Lincoln Park School and lived on Somerville Avenue.

Police investigators believe the victim had gotten onto the tracks through a break in the fence.

Five children were seen on the tracks before the accident. The train blew its whistle to warn them and the children began running away.

The victim "must have fallen," surmises Police Captain James Tatosky. The other children were unable to reach her in time.

Students had been let out of school because Wednesday was an early release day.

TRAIN, page 14

Girl killed by train

TRAIN, from page 1

The MBTA commuter train was coming inbound to Boston from Fitchburg, according to an MBTA spokeswoman. The accident is under investigation by the MBTA.

The area under the bridge is covered with graffiti, indicating that it is a hangout.

"We're down there all the time, and so is the T" to chase people away from the tracks, Tatosky said. "Every time they put a barrier up," someone tears it down.

A couple of years ago, an elderly man was killed by a train near the same location. A few months later, a teenager was seriously injured by another train.

The B&M and MBTA responded by replacing sections of fence that had been cut by people seeking shortcuts with tougher wire fencing.

"The cutting of the fences was done by adults," Lincoln Park Principal Robert Sorabella said, so they could get to Washington Street and bus stops without having to walk around the school.

The tougher, new fencing has been "a considerable improvement," Sorabella said, but people still cut across the tracks. In at least one place, the fence has been cut so people can push their way through it. Investigators believe the children who went onto the tracks Wednesday took that route.

"Kids can get on the tracks a number of ways," including cutting through neighbors' yards and climbing fences, Sorabella added.

The victim was unconscious when emergency workers arrived at the scene. She could not be identified there because of the bleeding and swelling from her head injuries.

THURSDAY, JUNE 2, 1994
SOMERVILLE JOURNAL

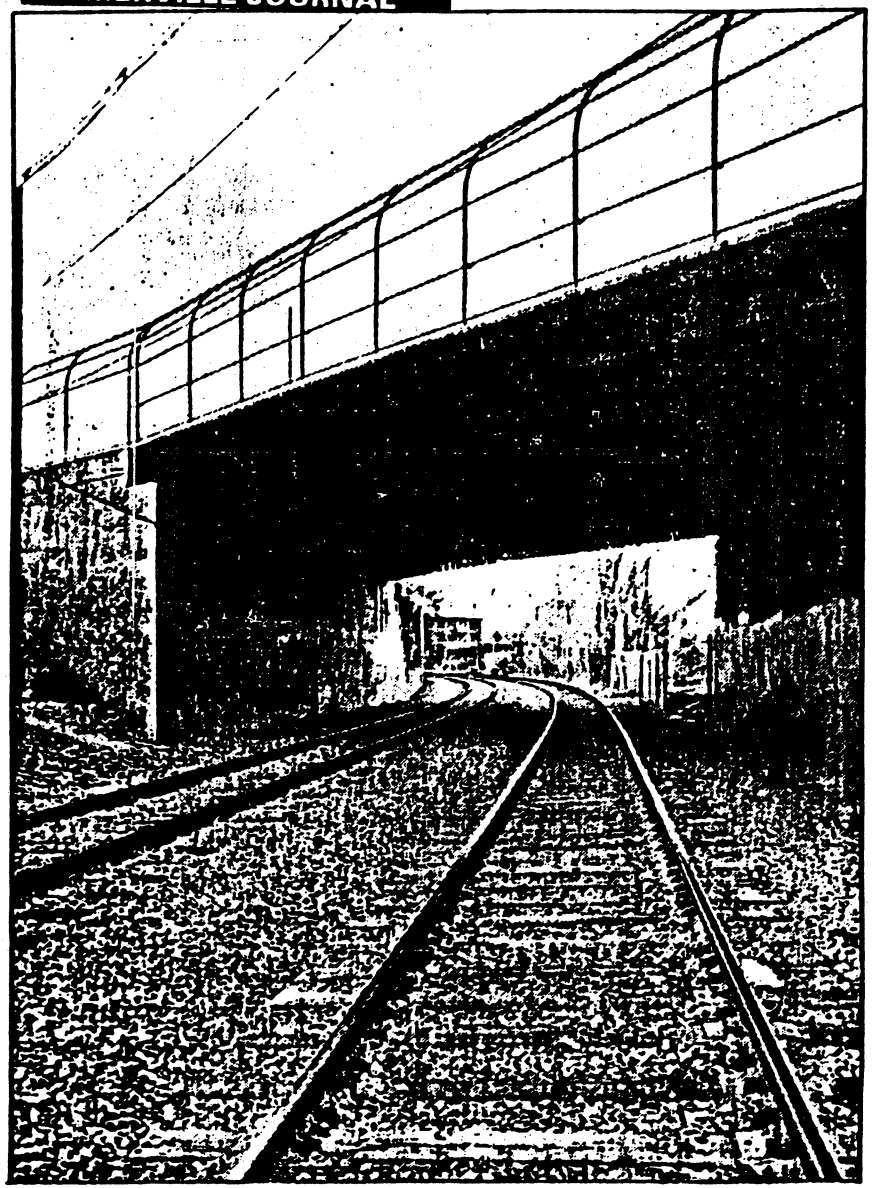


PHOTO BY JANE TYSKA

Fences haven't prevented children from getting on the TA tracks where a Lincoln Park Community School student was killed last week.

Fund set up for mother of girl hit by train

A fund has been set up for the mother of the girl who was hit by a train near the Lincoln Park Community School last week.

Meanwhile, officials are redoubling educational efforts to keep students away from the railroad tracks, as they try to comprehend the tragic death of their 11-year-old classmate, Natasha Shillingford.

"She was a very popular kid, and a happy youngster," Lincoln Principal Robert Sorabella said this week. "I can't remember her without a smile on her face."

Shillingford died from injuries she received after being struck by an MBTA commuter train behind the school, where she and several other students had walked after getting past the fencing meant to keep them out.

The tracks have served as the scene for several accidents in recent years. The fencing is continually cut by teenagers partying there or passersby using it as a shortcut.

James McNally, the area's community police officer, is continuing his talks in Lincoln Park classrooms, educating students about personal safety and warning them to stay away from the tracks, according to Sorabella.

Next fall, the MBTA is scheduled to run a program that also deals with those matters.

"We're trying to stop this from happening again," Police Capt. James Tatosky said last week.

Last week, the school set up an area where students could pay their respects to Shillingford, and also set aside an area where kids can express their grief, Sorabella said.

Since the accident, the girl's mother is struggling to make ends meet and some of her friends have set up a fund to help her get through the tragedy, said friend Michelle Merta.

Anyone wishing to help can make donations to the Natasha Shillingford Fund, Somerset Savings Bank, 212 Elm Street, Somerville, MA, 02144.

—Gregory Liakos

FORM R-303

To be filed for burial permit with Board of Health or its Agent.

NOTE: CHAPTER 137, ACTS OF 1954, REQUIRES PHYSICIANS TO PRINT OR TYPE THE CAUSE OR CAUSES OF DEATH ON DEATH CERTIFICATES.

N. B.—WRITE PLAINLY, WITH UNFADING BLACK INK—THIS IS A PERMANENT RECORD. Every item of information should be carefully supplied. MEDICAL EXAMINERS should state CAUSE AND MANNER OF DEATH in plain terms, so that it may be properly classified under the International Classification of Causes of Death. See reverse side for additional information. See also Chap. 38, §§ 6, 20; Chap. 46, §§ 9, 10; Chap. 114, §§ 44-48.

If deceased was a U. S. War Veteran, G.L. Chap. 46, Section 10, requires physicians to insert a recital to that effect.

50M-9-70-047760

The Commonwealth of Massachusetts
JOHN F. X. DAVOREN
SECRETARY OF THE COMMONWEALTH
DIVISION OF VITAL STATISTICS

MEDICAL EXAMINER'S CERTIFICATE OF DEATH

Registered No. 569

1 PLACE OF DEATH: Middlesex (County) — Cambridge (City or Town) — Cambridge (City or Town making this return)

No. Enroute to Mt. Auburn Hospital St. (If death occurred in a hospital or institution, give its NAME instead of street and number)

2 FULL NAME Michael Eric Doiron (First Name) (Middle Name) (Last Name)
(If deceased is a married, widowed or divorced woman, give also maiden name.)

PHYSICIAN — IMPORTANT (Was deceased a U. S. War Veteran, if so specify WAR) no

(a) Permanent Residence. No. 27 Jefferson Park St. Cambridge (City or town and State)

MEDICAL CERTIFICATE OF DEATH

3 DATE OF DEATH May 8, 1973 (Month) (Day) (Year)

4 I HEREBY CERTIFY that I have investigated the death of the person above-named and that the CAUSE AND MANNER thereof are as follows: (If an injury was involved, state fully.)
Crushed chest & abdomen with multiple injuries. Injury received when struck by railroad passenger train at grade crossing protected by gates while crossing tracks on foot. Accident.

5 Accident, suicide, or homicide (specify) Accident
Date and hour of injury May 8 19 73 at 5:05 P.M.
IF ACCIDENTAL, was injury causally related to the death? YES
Where did Injury occur? Cambridge, Mass. (City or town and State)
Did injury occur in or about home, on farm, in industrial place, or in public place? railroad crossing While at work? no (How did injury occur?)
Manner of Injury Accidentally struck by R.R. passenger train while crossing tracks on foot (Specify whether accidental, suicidal or homicidal)
Nature of Injury Crushed chest and abdomen
Was autopsy performed? no
Was disease or injury in any way related to occupation of deceased? no
If so, specify

(Signed) David C. Dow, M. D.
(Address) Cambridge (Print or Type Name) Date 5/8/73 19

6 Cambridge Cemetery Cambridge
Place of Burial or Cremation (City or Town)
DATE May 12, 73

7 NAME OF FUNERAL DIRECTOR William T. Hickey
ADDRESS 175 Huron Ave., Cambridge

8 Informant Phillip Doiron
(Address) 27 Jefferson Park, Cambridge

PERSONAL AND STATISTICAL PARTICULARS

9 SEX	10 COLOR	11 SINGLE, MARRIED, WIDOWED, DIVORCED, UNKNOWN (write the word)
M	Wh.	S

12 If married, widowed, or divorced
HUSBAND of —
(Give maiden name of wife in full)
(or) WIFE of —
(Husband's name in full)

13 AGE 13 YEARS 1 MONTHS 21 Days — If under 24 hours: Hours Minutes

14 Usual Occupation: Student (M.E. Fitzgerald School)
(Kind of work done during most of working life)

15 Industry or Business: M. E. Fitzgerald School

16 Social Security No. —

17 BIRTHPACE (City) (State or country) Cambridge, Mass.

PARENTS

18 NAME OF FATHER Phillip Doiron

19 BIRTHPLACE OF FATHER (City) (State or country) Medford, Mass.

20 MAIDEN NAME OF MOTHER Erioka Hummel

21 BIRTHPLACE OF MOTHER (City) (State or country) Germany

I HEREBY CERTIFY that a satisfactory standard certificate of death was filed with me BEFORE the burial or transit permit was issued:

Marno Terry (Signature of Agent Board of Health or other)
Adm. Off. 5/11/73
(Official Designation) (Date of Issue of Permit)

Received and filed 5/14/73 19

A TRUE COPY ATTEST: David C. Dow (Registrar)

Hit west of Alewife Pkwy?
Brother of Attorney James Rafferty Camb. former Camb. school committeeman

FORM R-303

To be filed for burial permit with Board of Health or its Agent.

NOTE: CHAPTER 137, ACTS OF 1954, REQUIRES PHYSICIANS TO PRINT OR TYPE THE CAUSE OR CAUSES OF DEATH ON DEATH CERTIFICATES.

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If deceased was a U. S. War Veteran, G.L. Chap. 46, Section 10, requires physicians to insert a recital to that effect.

503-9-70-047760

PLACE OF DEATH

1 Middlesex (County)
Cambridge (City or Town)

The Commonwealth of Massachusetts
JOHN F. X. DAVOREN
SECRETARY OF THE COMMONWEALTH
DIVISION OF VITAL STATISTICS

MEDICAL EXAMINER'S CERTIFICATE OF DEATH

(City or Town making this return) ?

Registered No. 854

No. En route to Mt. Auburn Hospital St. (If death occurred in a hospital or institution, give its NAME instead of street and number)

2 FULL NAME Michael Francis Rafferty
(First Name) (Middle Name) (Last Name)
(If deceased is a married, widowed or divorced woman, give also maiden name.)

PHYSICIAN — IMPORTANT (Was deceased a U. S. War Veteran, if so specify WAR) no

(a) Permanent Residence. No. 74 Griswold St. Cambridge (City or town and State)

MEDICAL CERTIFICATE OF DEATH

3 DATE OF DEATH July 5, 1973 (Month) (Day) (Year)

4 I HEREBY CERTIFY that I have investigated the death of the person above-named and that the CAUSE AND MANNER thereof are as follows: (If an injury was involved, state fully.)

Compound frac. of skull with multiple injuries
Injury rec. when struck by rail road passenger train. Accident.

5 Accident, suicide, or homicide (specify) Accident
Date and hour of injury July 5, 1973 at 8:10 P.M.
IF ACCIDENTAL, was injury causally related to the death? yes
Where did Injury occur? Cambridge, Mass. (City or town and State)
Did injury occur in or about home, on farm, in industrial place, or in public place? on Rail Road tracks While at work? no (How did injury occur?)
Manner of Injury Compound fracture of skull (Specify type of place)
Nature of Injury
Was autopsy performed? no
Was disease or injury in any way related to occupation of deceased? no
If so, specify

(Signed) David C. Dow, M. D.
(Address) Cambridge, Mass. (Print Name) Date 7/6/73, 19

6 Mt. Pleasant, Arlington (City or Town)
Place of Burial or Cremation
DATE July 9, 1973, 19

7 NAME OF FUNERAL DIRECTOR William T. Hickey
ADDRESS Cambridge

8 Informant James V. Rafferty
74 Griswold St., Cambridge

PERSONAL AND STATISTICAL PARTICULARS

9 SEX	10 COLOR	11 SINGLE, MARRIED, WIDOWED, DIVORCED, UNKNOWN (write the word)
Male	White	Single

12 If married, widowed, or divorced
HUSBAND of -- (Give maiden name of wife in full)
(or) WIFE of -- (Husband's name in full)

13 AGE 11 YEARS 3 MONTHS 14 Days | If under 24 hours ..... Hours ..... Minutes

14 Usual Occupation: student (Kind of work done during most of working life)

15 Industry or Business: Grammar School

16 Social Security No. none

17 BIRTHPLACE (City) (State or country) Boston, Mass.

PARENTS

18 NAME OF FATHER James V. Rafferty

19 BIRTHPLACE OF FATHER (City) (State or country) Boston, Mass.

20 MAIDEN NAME OF MOTHER Ellen Clarke

21 BIRTHPLACE OF MOTHER (City) (State or country) Ireland

I HEREBY CERTIFY that a satisfactory standard certificate of death was filed with me BEFORE the burial or transit permit was issued:

Lilliam Fahey (Signature of Agent Board of Health or other)
Adm. Off. (Official Designation)
July 7, 1973 (Date of Issue of Permit)

Received and filed July 9 1973, 19
Paul E. Healy (Registrar)
A TRUE COPY ATTEST: CITY CLERK

FORM R-303

To be filed for burial permit with Board of Health or its Agent.

NOTE: ...TER 137, ACTS OF 1954, REQUIRES PHYSICIANS TO P... OR TYPE THE CAUSE OR CAUSES OF DEATH ON DEATH CERTIFICATES.

N. B.—WRITE PLAINLY, WITH UNFADING BLACK INK—THIS IS A PERMANENT RECORD. Every item of information should be carefully supplied. MEDICAL EXAMINERS should state CAUSE AND MANNER OF DEATH in plain terms, so that it may be properly classified under the International Classification of Causes of Death. See reverse side for additional information. See also Chap. 34, §§ 6, 28; Chap. 46, §§ 9, 10; Chap. 114, §§ 44-48.

If deceased was a U. S. War Veteran, G.L. Chap. 46, Section 10, requires physicians to insert a recital to that effect.

75M-6-74-092109

PLACE OF DEATH

1 Middlesex (County)

Cambridge (City or Town)

The Commonwealth of Massachusetts

JOHN F. X. DAVOREN
SECRETARY OF THE COMMONWEALTH
DIVISION OF VITAL STATISTICS

MEDICAL EXAMINER'S CERTIFICATE OF DEATH

Cambridge (City or Town making this return)

Registered No. 778

No. En route to Mount Auburn Hospital St. (If death occurred in a hospital or institution, give its NAME instead of street and number)

2 FULL NAME Marylynn Ryley
(If deceased is a married, widowed or divorced woman, give also maiden name.)

PHYSICIAN — IMPORTANT (Was deceased a U. S. War Veteran, if so specify WAR) No

(a) Permanent Residence. No. 402 Rindge Avenue #15A St. Cambridge, MA (City or town and State)

MEDICAL CERTIFICATE OF DEATH

3 DATE OF DEATH June 24, 1977 (Month) (Day) (Year)

4 I HEREBY CERTIFY that I have investigated the death of the person above-named and that the CAUSE AND MANNER thereof are as follows: (If an injury was involved, state fully.)

Compound fracture of skull. Injury received when struck by railroad passenger train while crossing tracks on foot. Accident

5 Accident, suicide, or homicide (specify) Accident

Date and hour of injury June 24,1977 @8:02 A.M.

IF ACCIDENTAL, was injury causally related to the death? Yes

Where did Injury occur? Cambridge, MA (City or town and State)

Did injury occur in or about home, on farm, in industrial place, or in public place? in private place While at work? no (Specify type of place)

railroad

Manner of Injury Accident struck by RR Train (How did injury occur?)

Nature of Injury Compound fracture of skull

Was autopsy performed? No

Was disease or injury in any way related to occupation of deceased? no

If so, specify --

(Signed) David C. Dow, M. D. (Print or Type Name)

(Address) Cambridge, MA Date June 24, 19 77

6 Sacred Heart Cemetery Andover, MA
Place of Burial or Cremation (City or Town)

DATE June 27, 1977 19

7 NAME OF FUNERAL DIRECTOR Alan R. McLennan

ADDRESS Lawrence, MA

8 Informant James Ryley

(Address) 22 Hamilton St., Framingham, MA

PERSONAL AND STATISTICAL PARTICULARS

9 SEX	10 COLOR	11 SINGLE, MARRIED, WIDOWED, DIVORCED, UNKNOWN (write the word)
Female	White	Single

12 If married, widowed, or divorced
HUSBAND of (Give maiden name of wife in full)

(or) WIFE of (Husband's name in full)

13 AGE 35 Years 0 Months 0 Days | If under 24 hours ...Hours ...Minutes

14 Usual Occupation: Waitress (Kind of work done during most of working life)

15 Industry or Business: Restaurants

16 Social Security No. 033-30-7916

17 BIRTHPLACE (City) (State or country) Lawrence, MA

PARENTS

18 NAME OF FATHER James Ryley

19 BIRTHPLACE OF FATHER (City) (State or country) Lawrence, MA

20 MAIDEN NAME OF MOTHER Marcel Bonsaint

21 BIRTHPLACE OF MOTHER (City) (State or country) Lawrence, MA

22 I HEREBY CERTIFY that a satisfactory standard certificate of death was filed with me BEFORE the burial or transit permit was issued:

Helen T. O'Sullivan (EW)
(Signature of Agent Board of Health or other)

Secy. June 24, 1977
(Official Designation) (Date of Issue of Permit)

23 Received and filed June 28, 1977 19

Paul E. Healy
(Registrar)

A TRUE COPY ATTEST:

[INSTRUCTIONS ON REVERSE SIDE]
FOR USE BY PHYSICIANS AND MEDICAL EXAMINERS

The Commonwealth of Massachusetts

STANDARD CERTIFICATE OF DEATH
REGISTRY OF VITAL RECORDS AND STATISTICS

REGISTERED NUMBER: 518

STATE USE ONLY

STATE USE ONLY
1.

72 74

75 HOSPITAL 78
2.

9 RACE

19 NATIVITY 20

33 RESIDENCE 34

OUT OF 35 STATE 37

38 CENSUS 41

42 AUTOPSY

43 MED. EXAM.

DECEDENT

1 DECEDENT - NAME: FIRST David | MIDDLE M | LAST Burrell
SEX: Male
DATE OF DEATH (Mo., Day, Yr.): May 1, 1984

4a PLACE OF DEATH (CITY OR TOWN): Cambridge
4b COUNTY OF DEATH: Middlesex
4c HOSPITAL OR OTHER INSTITUTION - Name (If not in either give street and number): Mt Auburn Hospital
4d IF IN HOSPITAL D.O.A. (Yes or No): yes

5 RACE (e.g. White, Black, American Indian, etc.) (Specify): White
6a AGE - Last Birthday (Yrs.): 27
6b UNDER 1 YEAR: MOS / DAYS
6c UNDER 1 DAY: HOURS / MINS
7 DATE OF BIRTH (Mo. Day, Yr.): May 13, 1956
8 STATE OF BIRTH (If not in U.S.A. name country): Massachusetts

9 MARRIED, NEVER MARRIED, WIDOWED, OR DIVORCED: never married
10 SPOUSE (If wife give maiden name): NONE
11a USUAL OCCUPATION (Print - If Retired): Shipping Clerk
11b KIND OF BUSINESS OR INDUSTRY: Maat Co.

12 SOCIAL SECURITY NUMBER: 021-48-8333
13 IF U.S. WAR VETERAN (Specify War): NO
14 RESIDENCE - STREET AND NUMBER, CITY OR TOWN, COUNTY, STATE, ZIP CODE: 24 Gedick Rd., Burlington, Middlesex, MA. 01803

15a FATHER - FULL NAME: Bruce W. Burrell
15b STATE OF BIRTH (If not in U.S.A. name country): Mass
16a MOTHER NAME (GIVEN) MAIDEN: Corrine B. Rahaim
16b STATE OF BIRTH (If not in U.S.A. name country): Mass

INFORMANT

17a INFORMANT - NAME AND ADDRESS: Bruce W. Burrell 24 Gedick Rd., Burlington, Mass. 01803
17b RELATIONSHIP: Father

DISPOSITION

18a TYPE OF DISPOSITION (Specify Burial, Cremation, Other): Burial
18b DATE OF DISPOSITION: May 4, 1984
18c PLACE OF DISPOSITION AND LOCATION - CITY OR TOWN - STATE: Chestnut Hill Cemetery, Burlington, Mass.

19a FUNERAL SERVICE LICENSEE: Leonard F. Doyle
19b NAME OF FACILITY: Doyle Funeral Home
19c ADDRESS OF FACILITY: 173 Bedford St Burlington, Mass. 01803

CAUSE OF DEATH

20 IMMEDIATE CAUSE (ENTER ONLY ONE CAUSE PER LINE FOR (a), (b), AND (c).) (PRINT OR TYPE LEGIBLY)

PART I
(a) Fractured skull with hemorrhage — Interval between onset and death: 1 hour
DUE TO OR AS A CONSEQUENCE OF
(b) in brain, multiple fractures — Interval between onset and death:
DUE TO OR AS A CONSEQUENCE OF
(c) with tear and hemorrhage in lung — Interval between onset and death:

PART II OTHER SIGNIFICANT CONDITIONS - Conditions contributing to death but not related to cause given in Part I(a)

21 AUTOPSY (Yes or No): Yes
22 WAS CASE REFERRED TO MED. EXAM. Yes or No: YES

23 ACC., SUICIDE, HOM., UNDET. OR PENDING INVEST. (Specify): Accid
INJURY AT WORK (Specify Yes or No): No
24a DATE OF INJURY (Mo. Day, Yr.): May 1, 84
24b HOUR OF INJURY: 5 p.m.
24c DESCRIBE HOW INJURY OCCURRED: hit by train
24d PLACE OF INJURY - At home, farm, street, factory, office building, etc. (Specify)
24e LOCATION - STREET - CITY OR TOWN - STATE: railway track Fresh Pond Circle route 16

CERTIFIER

To be Completed by CERTIFYING PHYSICIAN Only

25a To the best of my knowledge death occurred at the time, date and place and due to the cause(s) stated
(Signature and Title)
25b DATE SIGNED (Mo. Day, Yr.)
25c HOUR OF DEATH
25d NAME OF ATTENDING PHYSICIAN IF OTHER THAN CERTIFIER (Type or Print)

To be Completed by MEDICAL EXAMINER Only

25e On the basis of examination and/or investigation in my opinion death occurred at the time, date and place and due to the cause(s) stated
(Signature and Title) C. G. Hori M.D.
25f DATE SIGNED (Mo. Day, Yr.): May 2, 1984
25g HOUR OF DEATH: 5:25 p.m.
25h PRONOUNCED DEAD (Mo. Day, Yr.): May 1, 1984
25i PRONOUNCED DEAD (Hour): at 5:25 p.m.

25j NAME AND ADDRESS OF CERTIFYING PHYSICIAN OR MEDICAL EXAMINER (Type or Print): C. G. HORI, M.D. 231 GROVE STREET CAMBRIDGE 02138

BLACK INK ONLY
2763

26 BURIAL PERMIT ISSUED ON (DATE): May 2, 1984
SIGNATURE OF HEALTH AGT: Patricia Finbarr

27 RECEIVED IN THE CITY OR TOWN OF: CAMBRIDGE
CLERK'S SIGNATURE: Paul E. Healy
MAY 8 1984 (DATE RECEIVED)

[INSTRUCTIONS ON REVERSE SIDE]
FOR USE BY PHYSICIANS AND MEDICAL EXAMINERS

The Commonwealth of Massachusetts

STANDARD CERTIFICATE OF DEATH
REGISTRY OF VITAL RECORDS AND STATISTICS

REGISTERED NUMBER: 1395

STATE USE ONLY

STATE USE ONLY 1.

LACE 74

HOSPITAL 78 2.

ACE

NATIVITY 20

ESIDENCE 34

OUT OF STATE 37

CENSUS 41

AUTOPSY

ED. EXAM.

ACK INK ONLY

DECEDENT

1. DECEDENT - NAME: FIRST Charles; MIDDLE M.; LAST Zabitis
2. SEX: Male
3. DATE OF DEATH (Mo., Day, Yr.): November 19, 1987
4a. PLACE OF DEATH (CITY OR TOWN): Cambridge
4b. COUNTY OF DEATH: Middlesex
4c. HOSPITAL OR OTHER INSTITUTION - Name (If not in either, give street and number): Sancta Maria Hospital
4d. IF IN HOSPITAL D O A (Yes or No): Yes
5. RACE (e.g., White, Black, American Indian, etc.) - Specify: White
6a. AGE - Last Birthday (Yrs.): 67
6b. UNDER 1 YEAR: MOS / DAYS
6c. UNDER 1 DAY: HOURS / MINS
7. DATE OF BIRTH (Mo. Day, Yr.): Nov. 12, 1920
8. STATE OF BIRTH (If not in U.S.A. name country): Massachusetts
9. MARRIED, NEVER MARRIED, WIDOWED OR DIVORCED: Widowed
10. SPOUSE (If wife, give maiden name): Pauline Unknown
11a. USUAL OCCUPATION (Prior - If Retired): Shipping & Receiving
11b. KIND OF BUSINESS OR INDUSTRY: Importing
12. SOCIAL SECURITY NUMBER: 018-14-8435
13. IF U.S. WAR VETERAN SPECIFY WAR: WW II
14. RESIDENCE - STREET AND NUMBER, CITY OR TOWN, COUNTY, STATE, ZIP CODE: 362 Rindge Avenue, Cambridge, Middlesex, Mass. 02140
15a. FATHER - FULL NAME: Charles Zabitis
15b. STATE OF BIRTH (If not in U.S.A. name country): Lithuania
16a. MOTHER NAME (GIVEN) MAIDEN: Barbara Gadeliewicz
16b. STATE OF BIRTH (If not in U.S.A. name country): Lithuania

INFORMANT

17a. INFORMANT - NAME AND ADDRESS: Mr. David Kadlec, 44 Columbia Street, Cambridge, Mass. 02139
17b. RELATIONSHIP: Nephew

DISPOSITION

18a. TYPE OF DISPOSITION (Specify Burial, Cremation, Other): Cremation
18b. DATE OF DISPOSITION: Nov. 25, 1987
18c. PLACE OF DISPOSITION AND LOCATION - CITY OR TOWN - STATE: Mt. Auburn Crematory, Cambridge, Mass.
19a. FUNERAL SERVICE LICENSEE: Manuel Rogers, Jr.
19b. NAME OF FACILITY: Rogers Funeral Home
19c. ADDRESS OF FACILITY: 380 Cambridge St. Cambridge, Mass. 02141

CAUSE OF DEATH

20. IMMEDIATE CAUSE (ENTER ONLY ONE CAUSE PER LINE FOR (a), (b), AND (c).) (PRINT OR TYPE LEGIBLY)

PART I
(a) DUE TO OR AS A CONSEQUENCE OF: Multiple injuries to body — Interval between onset and death: Sec
(b) DUE TO OR AS A CONSEQUENCE OF: — Interval between onset and death:
(c) — Interval between onset and death:

PART II OTHER SIGNIFICANT CONDITIONS Conditions contributing to death but not related to cause given in Part I(a)

21. AUTOPSY (Yes or No): Yes
22. WAS CASE REFERRED TO MED EXAM Yes or No: YES
23. ACC SUICIDE HOM UNDET OR PENDING INVEST (Specify): Accid.
24a. DATE OF INJURY (Mo. Day, Yr.): Nov. 19 1987
24b. HOUR OF INJURY: 1.25 PM
24c. DESCRIBE HOW INJURY OCCURRED: Run over by train on train track
24d. INJURY AT WORK (Specify Yes or No): No
24e. PLACE OF INJURY - At home, farm, street, factory, office building, etc. (Specify): railway
25. LOCATION STREET CITY OR TOWN STATE: Opposite 362 Rindge Ave, Cambridge

CERTIFIER

To be Completed by CERTIFYING PHYSICIAN Only

25a. To the best of my knowledge death occurred at the time, date and place and due to the cause(s) stated
(Signature and Title)
25b. DATE SIGNED (Mo. Day, Yr.)
25c. HOUR OF DEATH
25d. NAME OF ATTENDING PHYSICIAN IF OTHER THAN CERTIFIER (Type or Print)

To be Completed by MEDICAL EXAMINER Only

26a. On the basis of examination and/or investigation, in my opinion, death occurred at the time, date and place and due to the cause(s) stated
(Signature and Title) C. G. Hori M.D.
26b. DATE SIGNED (Mo. Day, Yr.): Nov. 20, 1987
26c. HOUR OF DEATH: 1.25 PM
26d. PRONOUNCED DEAD (Mo. Day, Yr.): NOV. 19, 1987
26e. PRONOUNCED DEAD (Hour): AT 1.45 PM

27. NAME AND ADDRESS OF CERTIFYING PHYSICIAN OR MEDICAL EXAMINER (Type or Print): C. G. HORI, M.D. 231 GROVE STREET CAMBRIDGE 02138

1247

28. BURIAL PERMIT ISSUED ON: NOV 24 1987 | By: RECEIVED IN THE CAMBRIDGE | NOV 25 1987

APPENDIX D

Massachusetts

For later cases see same Topic and Key Number in Pocket Part

or hearing train, held for jury. M.G.L.A. c. 160 § 232.

Lane v. Boston & M.R.R., 192 N.E. 597, 288 Mass. 277.

Whether motorman of trolley car, struck by train at grade crossing, observed regulation of department of public utilities by stopping car within required distance from crossing and again at point clear of railroad track before crossing, held for jury in his action for injuries.

Lane v. Boston & M.R.R., 192 N.E. 597, 288 Mass. 277.

⇐297(8)–297(9). *For other cases see earlier editions of this digest, the Decennial Digests, and WESTLAW.*

(F) ACCIDENTS AT CROSSINGS.

Research Notes

Railroads, see West's Federal Forms.

⇐298–299. *For other cases see earlier editions of this digest, the Decennial Digests, and WESTLAW.*

Library references

C.J.S. Railroads.

⇐298. Public or private character of crossings.

Library references

C.J.S. Railroads § 710 et seq.

⇐300. —— Crossings by license or custom.

Mass. 1961. Although street as public way ended at railroad right of way, the fact that traveled way continued across the tracks and railroad had maintained planking and blacktopped surfacing for period of years amounted to an inducement by railroad to highway users to use the crossing.

Nickerson v. Boston & M. R. R., 173 N.E.2d 248, 342 Mass. 306.

Presence of "railroad crossing" signs and maintenance by railroad of planking and black-top at crossing did not establish prescriptive right of way across tracks at which street ended, although traveled way continued across tracks. M.G.L.A. c. 160 § 114.

Nickerson v. Boston & M. R. R., 173 N.E.2d 248, 342 Mass. 306.

Mass. 1959. Existence of well-worn path crossing railroad tracks was not sufficient to establish an invitation to public to use such a path to cross railroad tracks, and passive acquiescence on part of railroads or their employees and failure to prevent such use could not be construed as an invitation or inducement, express or implied.

Sawler v. Boston & A.R. Co., 157 N.E.2d 516, 339 Mass. 34.

Mass. 1958. Where proposed evidence of administrator went no further than to show passive acquiescence by railroad in use of crossing by intestate and other pedestrians, who lived in neighborhood of rear of railroad station, rights of intestate rose no higher than those of a licensee, and administrator could not recover from railroad for death of intestate who was struck by train while he was crossing tracks, without proof of willful, wanton or reckless conduct on part of railroad.

Canty v. New York, N.H. & H.R. Co., 147 N.E.2d 801, 337 Mass. 38.

Mass. 1952. Mere passive acquiescence by railroad in use made of private crossing by public was not equivalent to implied invitation for motorist, killed by train in crossing accident, to use such crossing.

Pooles v. Boston & Maine R.R., 102 N.E.2d 433, 328 Mass. 165.

Where there was no evidence that railroad extended express invitation or any inducement to motorist to use private crossing, motorist who used such crossing for personal benefit was mere licensee and administratrix, in order to recover from railroad for motorist's death in crossing accident, was required to prove that railroad was guilty of willful, wanton or reckless conduct.

Pooles v. Boston & Maine R.R., 102 N.E.2d 433, 328 Mass. 165.

Mass. 1951. In action by truck driver's administrator to recover for death and conscious suffering of plaintiff's intestate as result of crossing collision on private way, plaintiff could not avail himself of any implied invitation given by superintendent of farm upon which crossing was located, for decedent to use crossing, since owner of private way crossing track is not authorized to extend right to others.

Neofotistos v. Trustees of N.Y., N.H. & H.R. Co., 96 N.E.2d 167, 326 Mass. 647.

Mass. 1946. Where there was no evidence that an express invitation was extended to automobile occupants to use a crossing, plaintiffs in order to recover for their deaths against railroad in a crossing accident were required to show that intestates were impliedly invited to use the crossing by some inducement held out by railroad, and mere passive acquiescence by railroad in use made of crossing by the public was not equivalent to an invitation nor inducement, nor could failure to take active measures to prevent such use of the crossing be construed as an invitation.

McCarthy v. Boston & M.R.R., 66 N.E.2d 561, 319 Mass. 470, 167 A.L.R. 1250.

Mass. 1942. A truck driver, colliding with railroad train at grade crossing of narrow private dirt road, connecting highway with

RECENT MASSACHUSETTS CASES

⇐300 RAILROADS

(F) ACCIDENTS AT CROSSINGS.

Research Notes

Railroads, see West's Federal Forms.

Library references
C.J.S. Railroads § 710 et seq.

⇐300. —— Crossings by license or custom.
Mass. 1939. In action for death of truck driver and for damages to truck resulting from train collision at private crossing, plaintiffs were required to establish that railroad owed them the duty of due care, which depended upon whether truck driver was using private crossing as an invitee or as a bare licensee or trespasser.—Cooley v. Boston & M.R.R., 21 N.E.2d 953, 303 Mass. 371, 122 A.L.R. 1166.

(G) INJURIES TO PERSONS ON OR NEAR TRACKS.

Library references
C.J.S. Railroads § 897 et seq.

⇐359(2). Children.
Mass.App.Ct. 1988. Railroad was not liable for death of youths standing on railroad track when they were struck by train under theory of ordinary negligence pursuant to railroad exception of the Wrongful Death Act; standing on railroad track was violation of statute, and thus, was activity "contrary to law" which triggered exception. M.G.L.A. c. 160, § 218.—Gage v. City of Westfield, → 532 N.E.2d 62, 26 Mass.App.Ct. 681, review denied 536 N.E.2d 1093, 404 Mass. 1103.

Mass.App.Ct. 1988. By enacting child trespasser statute, legislature did not impliedly repeal portion of statute exempting railroad operator from liability for negligence in regard to persons on tracks contrary to law, and thus, wrongful death action could not be maintained against railroad on behalf of teenager who was killed while walking on railroad tracks. M.G.L.A. c. 229, § 2; c. 231, § 85Q.—Jad v. Boston & Maine Corp., 530 N.E.2d 197, 26 Mass.App.Ct. 564, review denied 536 N.E.2d 612, 404 Mass. 1102.

Even if child trespasser statute and railroad liability exemption statute were inconsistent, child trespasser statute would not necessarily supersede railroad operator's exemption from liability for negligence; exemption for railroad operator provided limitation upon liability only in narrow and specific circumstances, whereas child trespasser statute applied to any artificial condition, to any landowner, and to any physical harm. M.G.L.A. c. 229, § 2; c. 231, § 85Q.—Id.

⇐401(8). Contributory negligence.
Mass. 1987. Child who was 16 when he was struck by train while trespassing on railroad track was not entitled to instruction that railroad employees could not rely on children to remove themselves from peril of oncoming trains. M.G.L.A. c. 231, § 85Q.—McDonald v. Consolidated Rail Corp., 502 N.E.2d 521, 399 Mass. 25.

(H) INJURIES TO ANIMALS ON OR NEAR TRACKS.

⇐436. —— Time to sue and limitations.
See also LIMITATION OF ACTIONS.

(I) FIRES.

⇐475. —— Time to sue and limitations.
See also LIMITATION OF ACTIONS.

RAPE

The headings and/or sub-headings of this topic have been changed to read as follows:

I. OFFENSES AND RESPONSIBILITY THEREFOR, ⇐1–19.
II. PROSECUTION, ⇐20–62.
(A) INDICTMENT AND INFORMATION, ⇐20–35.
(B) EVIDENCE, ⇐36–54.
(C) TRIAL AND REVIEW, ⇐55–62.
III. SENTENCE AND PUNISHMENT, ⇐63–64.
IV. CIVIL LIABILITY, ⇐65–67.

I. OFFENSES AND RESPONSIBILITY THEREFOR.

Research Notes

Mass.Prac.Series, Criminal Law.

Library references
C.J.S. Rape § 1 et seq.

⇐1. Nature and elements in general.
Mass. 1992. Statutory rape is a strict liability crime. M.G.L.A. c. 265, § 23.—Com. v. Knap, 592 N.E.2d 747, 412 Mass. 712.

Mass. 1989. Rape required penetration of victim's vagina by sexual intercourse or by some object, accomplished by force or threat of force by defendant; specific intent was not required. U.S.C.A. Const.Amend. 14.—Com. v. Troy, 540 N.E.2d 162, 405 Mass. 253.

Mass.App.Ct. 1991. Crime of kidnapping may provide essential predicate for aggravated aspect of rape only if evidence demonstrates that rape took place during commission or attempted commission of kidnapping. M.G.L.A. c. 265, § 22(a).—Com. v. Kickery, 583 N.E.2d 869, 31 Mass.App.Ct. 720.

Restraint imposed on victim by defendant prior to and during rape did not constitute crime of kidnapping, which thus could not form predicate for aggravated aspect of rape; victim willingly accompanied defendant to where rape eventually occurred and any confinement of victim during rape itself did not exceed restraint which was incident to rape and thus did not constitute separate crime of kidnapping. M.G.L.A. c. 265, § 22(a).—Id.

Although defendant's conduct in tying victim to tree and leaving her that way constituted kidnapping, such kidnapping took place after rape and thus rape was not aggravated by that crime. M.G.L.A. c. 265, § 22(a).—Id.

Mass.App.Ct. 1991. Rape is "aggravated" if it is committed through joint venture.—Com. v. Foskette, 568 N.E.2d 1167, 30 Mass.App.Ct. 384, review denied 573 N.E.2d 984, 410 Mass. 1101.

Mass.App.Ct. 1987. Act of forcing female victim to penetrate vaginas of two other females, who consented, with her tongue constituted rape; forced unnatural sexual intercourse is punishable as rape, and there is no requirement that the unnatural sexual intercourse be performed or committed "on" or "upon" person named as victim in indictment. M.G.L.A. c. 265, § 22(a).—Com. v. Guy, 513 N.E.2d 701, 24 Mass.App.Ct. 783.

Mass.App.Ct. 1986. Assault and battery by means of dangerous weapon provided essential predicate for aggravated aspect of conviction of aggravated rape. M.G.L.A. c. 265, §§ 15A, 22.—Com. v. Hastings, 493 N.E.2d 508, 22 Mass.App.Ct. 930, review denied 497 N.E.2d 1096, 398 Mass. 1102.

Mass.App.Ct. 1983. Com. v. Atkinson, 443 N.E.2d 1371, 15 Mass.App. 200, review denied 448 N.E.2d 766, 388 Mass. 1104.

APPENDIX E

Ron Goble, Assistant Director of Safety
Conrail (Consolidated Rail Corp, based in Philadelphia)
Philadelphia, PA
215/209-5533
12/13/93

- ***Called to ask them what they have done to address pedestrian safety***

(He said that he'd try to answer questions - if they weren't within his operational jurisdiction he'd refer me to another office.

He said that they have over 14,000 miles of track. They have similar problems. With this much track, it's almost impossible to keep people off.

The following are methods they use to deal with pedestrian safety:

- He said that pedestrians mostly cross at streets. They have pedestrian crossing gates over the sidewalk at some grade crossings, but this is not very common.

- They put up "no trespassing" signs.

- He said that some municipalities have built overpasses and underpasses. The railroad does not get involved with building these. He said that they have had problems with people throwing things at trains from overpasses. In some cases, they've put fencing around the overpass to block people from throwing things.

- Sometimes the Conrail Police Department make presentations to school children.

- He said that when a new line from Philadelphia to Atlantic City opened, the State of New Jersey became concerned about safety of children/pedestrians because the track goes through suburban neighborhoods. As a result, they passed legislation requiring fencing of all tracks. However, he said that it has not done a whole lot of good. Almost immediately after fences went up, there were holes in them.

He said that pedestrian safety is an almost impossible problem. It is very difficult to keep people away.

Richard Fisher, Director of Rules and Regulations
Providence and Worcester Railroad
Worcester, MA
508/755-4000
12/10/93

- *Called to ask them what they have done to address pedestrian safety*

When first asked about how they deal with pedestrian safety he commented that it's "a difficult issue."

When asked what they do to deal with "unofficial" grade crossings by pedestrians, he said that there is little they can do:

- They have a police force that escorts people off the tracks.
- They put up no trespassing signs and fencing.
- The engineer blows the horn to warn people off tracks.

They also have Operation Life Saver (OLS), which he says has had a positive impact. He mentioned that Sergeant Bill Hallene of their railroad is the Massachusetts Coordinator of OLS. They send people out into the school system to make presentations. The program has been in place for four years.

They are a freight railroad. They do have some gates for pedestrians but they don't have much else.

They have not built under or overpasses. He said that overpasses open up liability for them because children use them to throw objects at the trains.

When I asked about approximate accident rates, he said he wasn't sure - he'd have to look in his files. He said that they do not have a serious number of accidents. However, someone committed suicide recently. His believes that most of the people who die on the tracks mean to die - they lie down on the tracks. He said that people are not hit just crossing the tracks.

I asked him about stopping time. He said that a train carrying 25 cars, going 25 miles an hour takes 1/2 mile to stop. They really slide, he said. The locomotive itself weighs 2500 tons, each car weighs 35 tons and is allowed to carry up to 100 tons. The metal wheels against the metal track and the weight cause it to slide easily.

He suggested calling Conrail (Consolidated Rail Corp, based in Philadelphia) for more information.
Allen C. Fisher, Director of Safety
215/209-5533

Jim Griffin
Metro-North Commuter Railroad Company
New York, NY
212/340-3000
12/13/93

- ***Called to ask them what they have done to address pedestrian safety***

When I asked about areas of particular concern to Metro-North, Jim said that the municipal areas are the most problematic.

He said they have a fairly comprehensive fencing program, which includes installation of new fencing and maintenance of existing fencing.

They just finished a $1 million fencing program in the Bronx. It involved 12 foot chain link fence, which has been very effective.

They have also had problems with people dumping garbage and other debris on tracks and on passing trains. The 12 foot fence is especially effective in dealing with this.

There are overpasses in many locations. This applies to suburban and rural locations due to the fact that there are no grade crossings in New York City (trains are underground). (He said that Long Island Railroad has done a lot with overpasses.)

Most grade crossings are in suburban counties: Westchester, Putnum, Duchess. Most of these crossings have full protection: gates, lights, bells. In the last four years he said that there has been a lot of upgrading to these systems.

The also use cross-box signs - at some crossings these are the only warnings.

He also said that at most locations, they have single track which is better for safety.

They have used Operation Life Saver a couple of times. In 1987, they gave OLS a locomotive and they went through and stopped at all towns along track. They spent a weekend doing this. Talked to people. People would meet them at the stations and board the train.

Also, once a year they have open houses in the largest "shop locations." Jim Griffin sets up a safety booth, including an Operation Life Saver video on safety - to familiarize the public with grade crossings.

Seth Colwin is the OLS Coordinator. He sends staff into schools.

They have their own program called Metro Man - he's a robot. Remotely-controlled, with voice. They send two people into schools, one to moderate, one to operate Metro Man. He talks to the kids and tells them not to trespass, not to ride their bikes on the tracks, etc.

They visit about 12 schools a month, from Danbury to the Bronx and Westchester. They even go into places that they don't service. The program has been well-received. Most schools have asked them back. They modify the program for different age groups. The program is run by the Public Relations office and safety officers.

To sum up, he said their most successful safety efforts have been a program of fencing, Operation Life Saver, and School programs.

Ed Doggett, Division Superintendent
Burlington Northern Railroad
Chicago, IL
708/780-5300
12/27/93

• ***Called to ask about project updating seven pedestrian crossings on their Aurora-Chicago commuter rail line (article in Railway Track & Structures citing these as "crossing warning projects."***

He said that this was a joint project with the Illinois Department of Transportation and ?. However, he doesn't know the date of these projects and is not aware of any new signal circuitry, just updating to new ADA guidelines. He said that to get all the information I need, I'd have to ask a few different people. He said to send a letter asking the information I need, and he'll pass the questions on to the appropriate people. Address letter to:

Ed Doggett, Division Superintendent
Burlington Northern Railroad
5601 West 26th Street
Cicero, IL 60650

PEDESTRIAN SAFETY MEASURES USED BY OTHER RAILROADS

Commuter Rail Board (Metra)
Chicago, IL
Don Ward, Manager of Safety
312/322-6900

• ***Called to ask them what they have done to address pedestrian safety and whether they have installed grade-crossings for pedestrians, overpasses, underpasses, etc.***

Metra owns and runs four rapid transit lines: Rock Island, Milwaukee, Southwest, Metro Electric

They lease out two: Burlington Northern, Chicago Northwestern

Some areas of track have fencing, others don't
Have started community outreach program: "Operation Life Saver" - to educate community on railroad safety. He says it has been very successful. Says that fatality rate has dropped. Last year 4, this year 2.

They make some arrests of pedestrians crossing tracks.

They have some at-grade crossing, mostly at stations.

On the Burlington Northern, have pedestrians crossing at grade at road crossings - with standard crossing gate.

Recently there has been a rash of incidents with 2 deaths a week apart at the same crossing gate.

There is only one underpass that he knows of - on the Chicago Northwestern near a military base.

Engineers blow whistles when they see a pedestrian on the tracks. However, many towns have no whistle laws. Engineers regularly blow horns at official road crossings.

OPERATION LIFE SAVER

Don Ward
Commuter Rail Board (METRA)
Chicago, IL
312/322-6900

BACKGROUND:

- Operation Life Saver (OLS) is a nation-wide, non-profit program based in Richmond, VA. Each state has its own committee and works with interested railroads. The Federal Railroad Administration supports Operation Life Saver.

- The program has been in existence in Illinois since 1988 but METRA did not fully endorse it until last year.

FORUMS:

- OLS trains people to give presentations. METRA has a number of employees trained - a conductor, an engineer, safety officer, and others.

- METRA gives presentations to schools, business groups, trucking companies, bus companies. They also go to malls and share a booth with the freight railroad and Amtrak at the State Fair.

- METRA visits c. 500-700 schools each year. Don Ward says that 25,000 students have gone through OLS presentations.

EDUCATIONAL TOOLS:

- Educational Tools: Coloring books for young children, crayons engineer's hats, gliders, pens, pencils - all with the phrase "Look, Listen, Live." There are handouts for adults. Some bilingual materials - Spanish coloring book. They also have numerous videos - 30 videos they created on their own with funding from OLS. They also use the Federal Railroad Administration's videos (there is an office in Chicago).

- Advertising: METRA places posters on trains & with state funding, has used billboards.

COST:

- Each of the railroads in the 6-county area pay $1-$2 per grade crossing to the program. In 1992, METRA paid $1,000 (approx. 500 grade crossings) to the State fund.

EFFECTIVENESS / RESPONSE:

- Don Ward believes that the public has been responsive and that it has improved safety. Schools send letters thanking, students send letters. As a result, a policeman has become trained.

- He said that METRA's grade-crossing ratio (I think he meant rate) has been decreasing over the last ten years or so.

- Since the program was established, Illinois has dropped dramatically from being ranked #3 in accidents (with 190 accidents per year). (They ranked right behind Texas which had 290 accidents).

- In 1992, the number of accidents was 40.

FATALITIES:
(His numbers were incorrect last time. This time he checked his files.)

- So far in 1993 = 8 fatalities. 1992 = 16 killed. 1991 = 22 killed.

- No children killed this year. An old lady, about 55-60 years old died. He said that the engineer blew the horn but she walked out on the tracks anyway.

- Many people believe that trains can just "stop on a dime." He said that a fully-loaded passenger train (c. 8,000 commuters) takes approx. 1/4 - 1/2 mile to stop. Trains travel up to 79 m.p.h.

ACCIDENT RECORDS:

- METRA keeps detailed accident records and must submit them to the State every year. When I told him that I had a hard time getting detailed accident records from both the MBTA and Amtrak, he said that all railroads must keep detailed accident records.

Conn DOT, Rail Operations
Hartford, CT
David Chase, Rail Operations
203/566-7044

• ***Called to ask them what they have done to address pedestrian safety and whether they have installed grade-crossings for pedestrians, overpasses, underpasses, etc.***

Says that Conn DOT has at-grade crossings only in conjunction with highway crossings. Don't have a fenced right-of-way. Don't have an active pedestrian safety program/system in place.

(Had a fatality recently.)

Engineers blow horn for grade crossings or if pedestrian on the tracks (although residents complain about noise).

Conn DOT will not build any new public crossings. They are trying to eliminate crossings - in fact, state statute prohibits building new crossings on tracks.

Greater Cleveland Regional Transit Authority
Tom Rabe, Safety Department
216/566-5100

• ***Called to ask them what they have done to address pedestrian safety and whether they have installed grade-crossings for pedestrians, overpasses, underpasses, etc.***

Have rapid transit trains running through residential areas. Dedicated right-of-way.
Some at-grade crossings - where roads cross.
Some areas of track are fenced in, some areas are not.
Some areas have plantings to discourage pedestrian use (prickly, thick underbrush)
No underpasses for pedestrians.
Use signage to keep warn pedestrians not to trespass.
Signage is only sporadic.
Don't have special signals, except for gates at crossings.
Engineers will blow horns if see pedestrians on tracks.
Engineers call in to radio control supervisor and report where pedestrians are on tracks, how many etc., so that radio control can warn other trains coming into the area.
Sometimes they send transit police to remove pedestrians.

APPENDIX F

WHAT IS OPERATION LIFESAVER?

Operation Lifesaver is an active, continuing public education program designed to reduce the number of collisions, deaths and injuries at highway-railroad intersections. It is sponsored cooperatively by federal, state and local government agencies, civic organizations and the nation's railroads and other organizations interested in highway safety.

To meet its lifesaving goals, Operation Lifesaver is designed to increase public awareness of potential highway-railroad grade crossings hazards and improve driver and pedestrian behavior at these intersections. In conjunction with its education phases, Operation Lifesaver will emphasize engineering improvements, including the installation and upgrading of grade crossing warning signals and signs and the enforcement of existing traffic laws.

PROGRAM PARAMETERS

The four areas of concentration are:

1. EDUCATION – Operation Lifesaver's success lies in educating people of all ages as to just how potentially hazardous grade crossings can be. Methods used to reach the public include civic presentations, early elementary and driver education curriculum activities, school bus driver programs, industrial safety, law enforcement programs, and media coverage.

2. ENFORCEMENT – If existing laws governing motorist and pedestrian rights and responsibilities at grade crossings are not enforced, they will be ignored and broken. State and local law enforcement agencies should be urged to "crack down" on motorists and pedestrians who disregard these laws and jeopardize their lives as well as the lives of others.

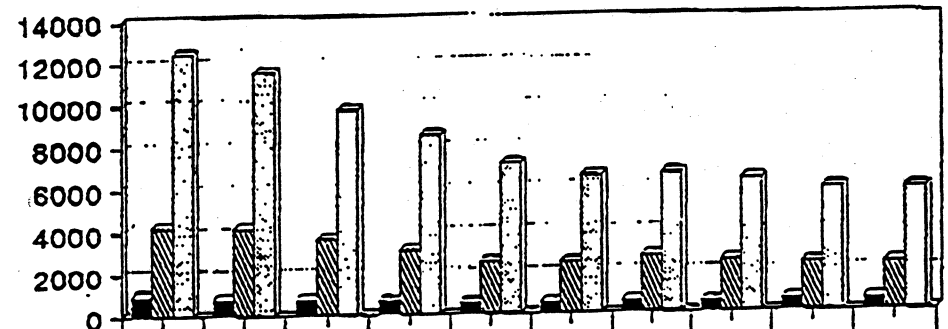
3. ENGINEERING – To ensure its continued effectiveness, the administration process of improving grade crossings should be reviewed and needed changes should be made. The public should be made aware of federal, state and railroad programs that plan, install and maintain grade crossings.

4. EVALUATION – To make sure the quality of Operation Lifesaver is maintained, its efforts should be measured against its stated goals. Such evaluations should be performed at the state level by the program coordinator to evaluate the program in their state and at the national level by Operation Lifesaver, Inc., to evaluate the impact of the program nationwide.

WHY OPERATION LIFESAVER?

Railroads have long been concerned about the injuries and needless loss of life caused by these collisions. To reduce these collisions the railroads joined with the communities they served to up grade crossings and install additional active warning devices. It was believed that this action has significantly reduced the number of grade crossing collisions. However, despite these stepped up efforts, the number of people killed and injured did not decrease as much as expected. Too often motorists drove around the lowered crossing gates and past the flashing lights. (See appendix FRA Stats)

Rail-Highway Crossing Accidents
Involving Motor Vehicles
at Public Crossings, 1978-1987



	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
Killed	1021	834	788	697	588	542	610	537	578	598
Injured	4256	4172	3662	3121	2508	2467	2723	2508	2328	2313
Accidents	12435	11552	9763	8548	7158	6562	6633	6353	5868	5859

Killed Injured Accidents

Source: Federal Railroad Administration

Collisions at highway-railroad grade crossings continue to occur. These collisions occur at all hours of the day and night, in rural and urban locations and at grade crossings with and without active warning devices, resulting in hundreds of fatalities and thousands of injuries each year.

HISTORY OF OPERATION LIFESAVER

EARLY EFFORTS

In 1972, the Union Pacific Railroad, working with the support of many Idaho communities, helped institute an Operation Lifesaver program in that state. During the first year, fatalities dropped 39 percent. Encouraged by these results, the Union Pacific helped Nebraska start a statewide program. Again, significant results. Fatalities went down 46 percent!

FURTHER RESULTS

These two programs were the catalysts for other railroad-state Operation Lifesaver programs. Each railroad, each state and each community approached the program differently. Some implemented the program by establishing an extensive committee structure. Others managed to do it all with a small centralized group. However, the key to success was a "grass roots" approach with each Operation Lifesaver program enlisting volunteer help from state, county and local levels of government, industry, the railroads and the general public.

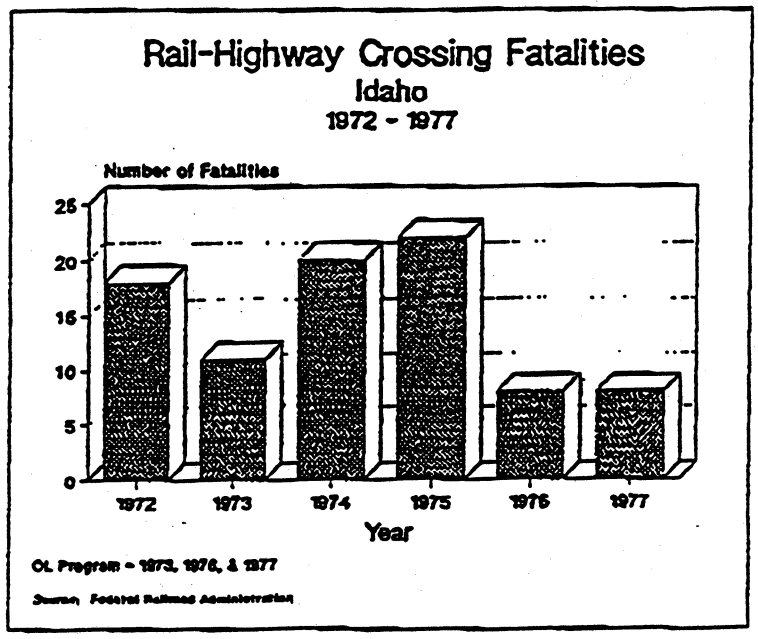
In other states at the end of the first year of Operation Lifesaver fatality reductions ranged from 28 percent to 64 percent.

Alabama	28%	Missouri	40%
Georgia	64%	Utah	59%
Kansas	47%	Virginia	50%

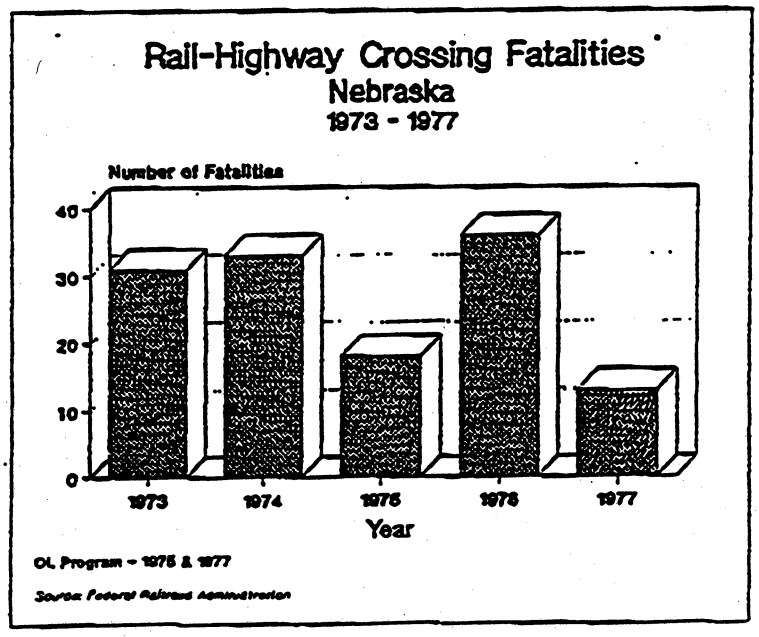
POST CAMPAIGN RESULTS

A key point of the Operation Lifesaver program is that it cannot succeed if it is a "one shot" effort. Unless Operation Lifesaver is ongoing, fatalities will rise to their previous levels. The following graphs illustrate this point.

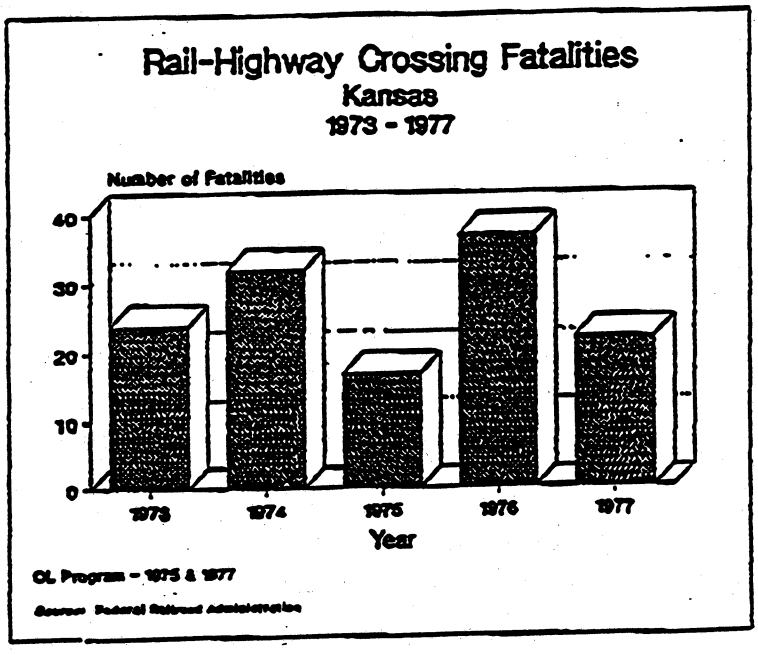
Number of rail/highway grade crossing fatalities in Idaho per year from 1972-1977. Operation Lifesaver existed in Idaho during the years 1973, 1976, and 1977.



Number of rail/highway grade crossing fatalities in Nebraska per year from 1973-1977. Operation Lifesaver existed in Nebraska in 1975 and 1977.

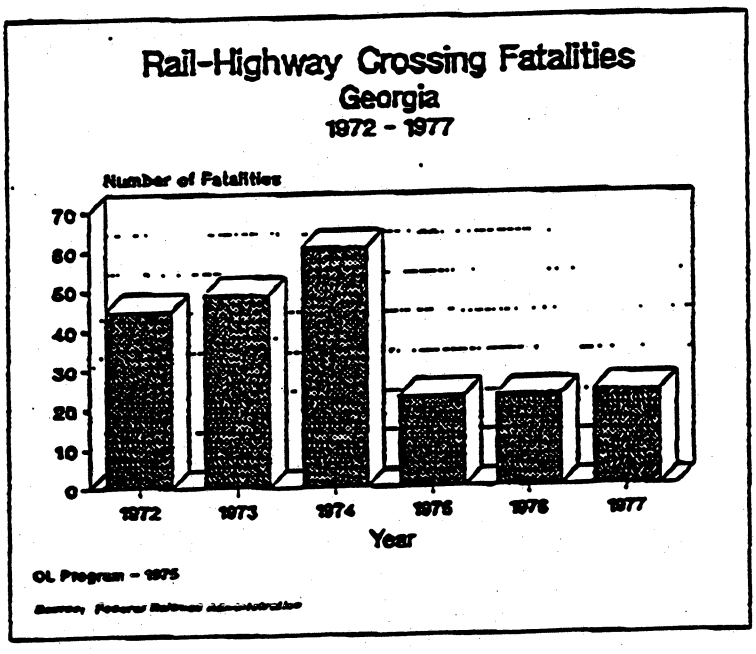


Number of rail/highway grade crossing fatalities in Kansas from 1973-1977. Operation Lifesaver existed in Kansas in 1975 and 1977.



In Georgia, a Continuous Operation Lifesaver program has resulted in a reduction of fatalities.

Number of rail/highway grade crossing fatalities in Georgia from 1972-1977. Operation Lifesaver has been in effect in Georgia since 1975.



NATIONAL PROGRAM

Although the very strength of Operation Lifesaver lay in its railroad community cooperative effort, the lack of a national focal point precluded an effective exchange of information. Often films developed for one program went unused by another and one successful state organization was unknown to another. In other words, the best and worst of all efforts went unrecorded. It became increasingly evident that there was a need for a national "umbrella organization" to collect information on all program efforts and to assist all states in preventing grade crossing accidents.

The National Transportation Safety Board participated by having their field personnel, whenever possible, act as catalysts to bring Operation Lifesaver into those states within their individual regions of responsibility. NTSB further believed that the program's strongest characteristic-a railroad industry, government, community, grassroots involvement-should be carefully maintained. Federal agencies were,of course, interested in the program, but NTSB thought it best to preserve the unique attributes of a "do-it-yourself" individualized state program.

Thus, on November 3, 1977, NTSB recommended that the National Safety Council (NSC), a private, nonprofit, nongovernmental organization, serve as an Operation Lifesaver catalyst. This recommendation stated:

> *"...that the National Safety Council: Serve as a national focal point and coordinator for total development, implementation, and evaluation of a nationwide Operation Lifesaver railroad highway grade crossing safety program. This program should be undertaken with the full support and cooperation of all interested groups and agencies, especially the Association of American Railroads, the International Association of Chiefs of Police, the National Highway Traffic Safety Administration, the Federal Highway Administration, the Federal Railroad Administration, and the States. (Class II, Priority Action) (H-77-25)."*

The National Safety Council administered Operation Lifesaver from January 1978 to July 1986.

During late 1986, Operation Lifesaver, Inc., was formed as a non-profit organization, established by the Association of American Railroads (AAR), National Railroad Passenger Corporation (AMTRAK) and the Railway Progress Institute (RPI), to serve as the national umbrella organization for Operation Lifesaver.

OPERATION LIFESAVER - PRESENTER'S TRAINING MANUAL

TABLE OF CONTENTS

SECTION I	Kindergarten through 3rd Grade Presentation
SECTION II	4th through 7th Grade Presentation
SECTION III	Teenager Presentation
SECTION IV	Teenage or Adult Alternate Presentation
SECTION V	Adult Presentation
SECTION VI	Professional Drivers Presentation
SECTION VII	School Bus Driver Presentation
SECTION VIII	Police and Government Agencies Presentation
SECTION IX	News Media Interviews
SECTION X	Operation Lifesavers National and State Statistics
SECTION XI	State and Local Statutes
SECTION XII	Crossing Warning Information
SECTION XIII	Most Common Questions Asked During a Presentation

EDUCATION

Informing the public about potential grade crossing hazards and how to avoid a collision at these intersections, is the most important task facing the Coordinating Committee. This differs from media campaigns that simply make the public aware of the grade crossing situation.

One effective way to reach the public is on a personal level such as through classroom instruction, speaker's presentations and handout materials. The purpose of this section is to discuss the types of audiences and the best way to present the Operation Lifesaver message to them. (Information pertinent to the Operation Lifesaver organizations and grade crossing safety, including common collision causes and correct driver actions, can be found in the Speaker's Bureau section).

The first educational responsibility of the Coordinating Committee is to plan and implement educational activities that can reach the entire population. Then, based on the results of tasks outlined in the Programming section, additional educational activities can be directed towards particular target groups and areas. The degree of concentration should be based on the extent of the problem and the available financial and worker resources.

The success of Operation Lifesaver educational activities will be greatly enhanced if the Coordinating Committee has the support and close cooperation of the states Department of Education. By involving this department, established channels of communication to school administrators and teachers will be available.

Also, by working with the appropriate state agencies, it is possible to implement education activities that will continue automatically on a regular basis. One goal would be having grade crossing safety made a part of the high school driver education curriculum. This is one method of ensuring that Operation Lifesaver will be a continuing program.

To date, successful Operation Lifesaver educational activities have been geared toward three age groups:

1. Pre-school and early elementary students

2. High school students

3. Adults

Although many Operation Lifesaver materials are designed for use by one age group, a number of the materials are interchangeable.

ENFORCEMENT

If all motorists obeyed existing laws governing driver action at grade crossings, there would be few, if any, grade crossing collisions. Unfortunately, too many motorists do not exercise good judgment and ignore warning signs and signals. And, as long as these drivers believe they will not be stopped and/or ticketed by law enforcement officials when they break these laws, many will continue to take dangerous risks at grade crossings. Teaching drivers about the potential hazards of grade crossings is one way to encourage them to obey these laws.

Because of motorist disregard of grade crossing laws, representatives from the Coordinating Committee should meet with the State Association of Police, state police, local police chiefs and railroad police to discuss Operation Lifesaver and secure their participation in the program. Close contact with local law enforcement agencies should be maintained in order to keep interest in the program at a high level.

State and local enforcement officers can publicize their concern for grade crossing safety within their communities during talks to school groups and civic organizations. Also these officials should be encouraged to issue warning citations or tickets to motorists who violate grade crossing laws. Where implemented, the issuance of warning citations has been an effective way of improving driver action at grade crossings.

The court system can also take an active role in Operation Lifesaver. For example, Coordinating Committee representatives should urge the courts to set higher priorities for grade crossing violations and to incorporate crossing laws into the traffic school curriculum.

Another enforcement related activity is to ask city and county officials to identify the most hazardous grade crossings within their jurisdiction. If advance warning signs are not located at these crossings endeavor to have them erected. Motorists should be advised of new installations through the media and enforcement officials should be urged to give more attention to driver actions at these crossings.

ENGINEERING

Hand in hand with the need to inform people of all ages about potential grade crossing hazards is the need to make grade crossings as operationally safe as possible within the financial constraints of improving all crossings. A study will be needed to determine the current status of your state's grade crossing environment, recommended improvements and how to make these improvements.

Much of the information you will want is probably readily available from either government agencies or the railroads. The results from this study will provide important back-up information that will be beneficial in all Operation Lifesaver phases.

Some topics a study should cover are:

1. The locations and meanings of signs and signals used at grade crossings.

2. The funding of improvement programs and the parties responsible for such improvements.

3. The administrative and engineering procedures required to improve grade crossings.

4. The role and use of the state's or the Federal Railroad Administration's grade crossing inventory.

5. The "systems approach" to grade crossing improvements, especially at the local level.

6. The identification of problem areas through the use of accident reports.

7. The procedures for improving railroad or highway operations at grade crossings.

8. The procedures for removing brush and other sight obstructions in the grade crossing area.

9. The identification of abandoned or unused grade crossings and the procedures for having them removed.

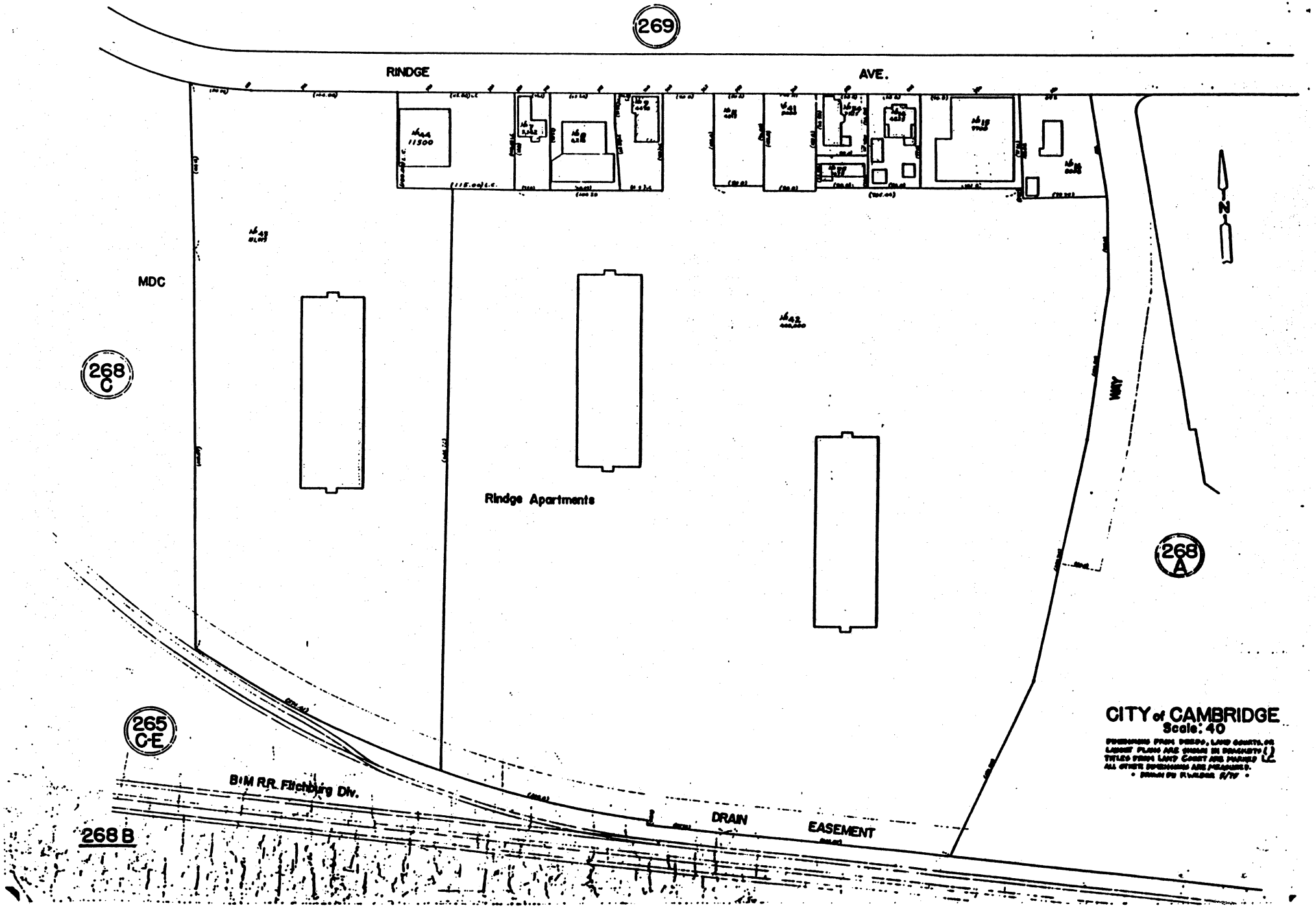
As part of Operation Lifesaver, appropriate state and railroad officials should meet to discuss their state's grade crossing improvement program and to work to resolve related problems. How Operation Lifesaver can enhance existing programs should also be on the agenda. For example, the public should be informed about available grade crossing improvement programs and how they can be started in the community.

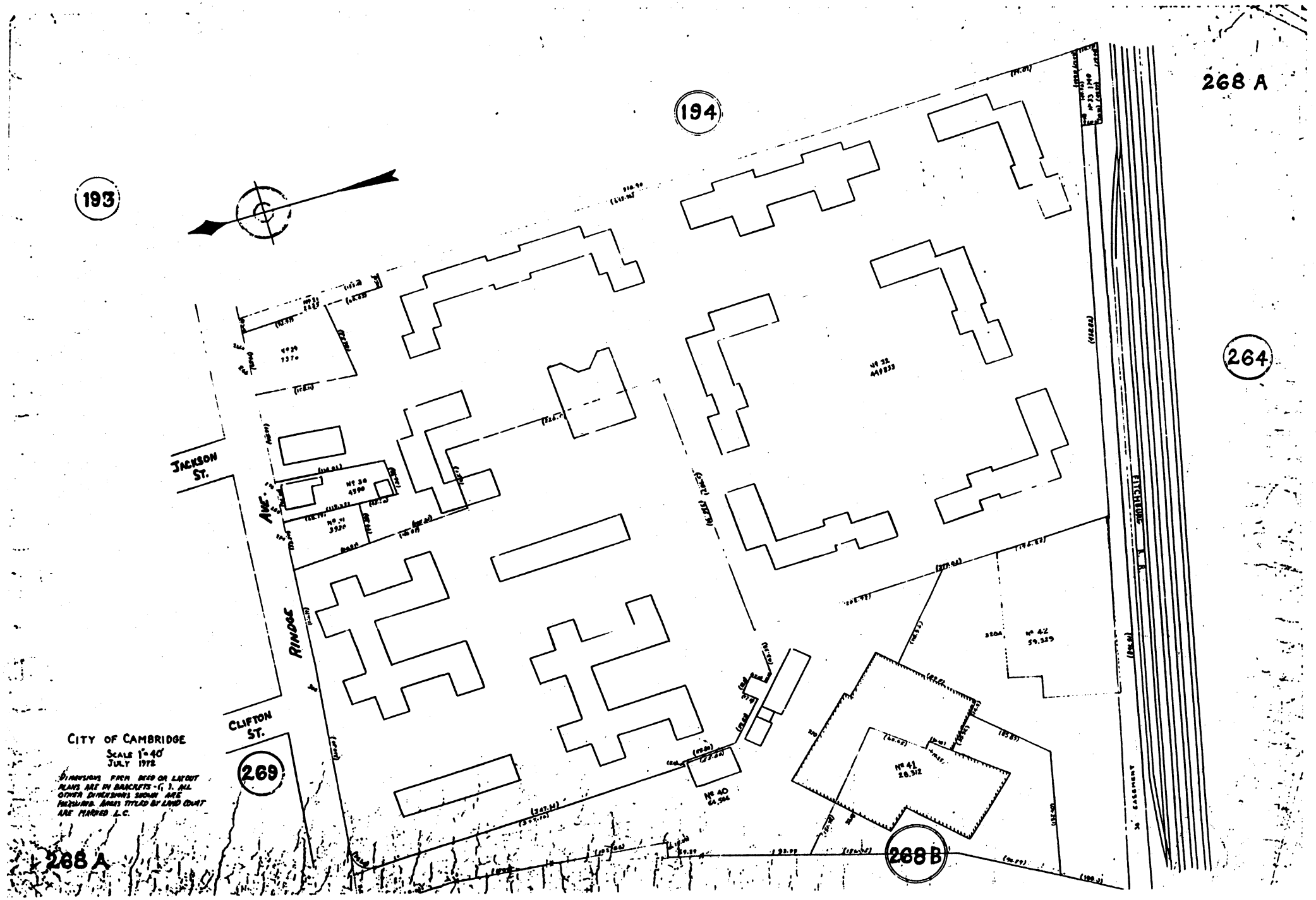
Representatives from the Coordinating Committee should meet with local traffic engineers, and school and trucking industry officials to establish the safest routes across railroad tracks for school buses and hazardous materials carriers. If possible, such vehicles should be routed so they do not have to use at-grade crossings. If this is not possible, choose crossing with active warning devices.

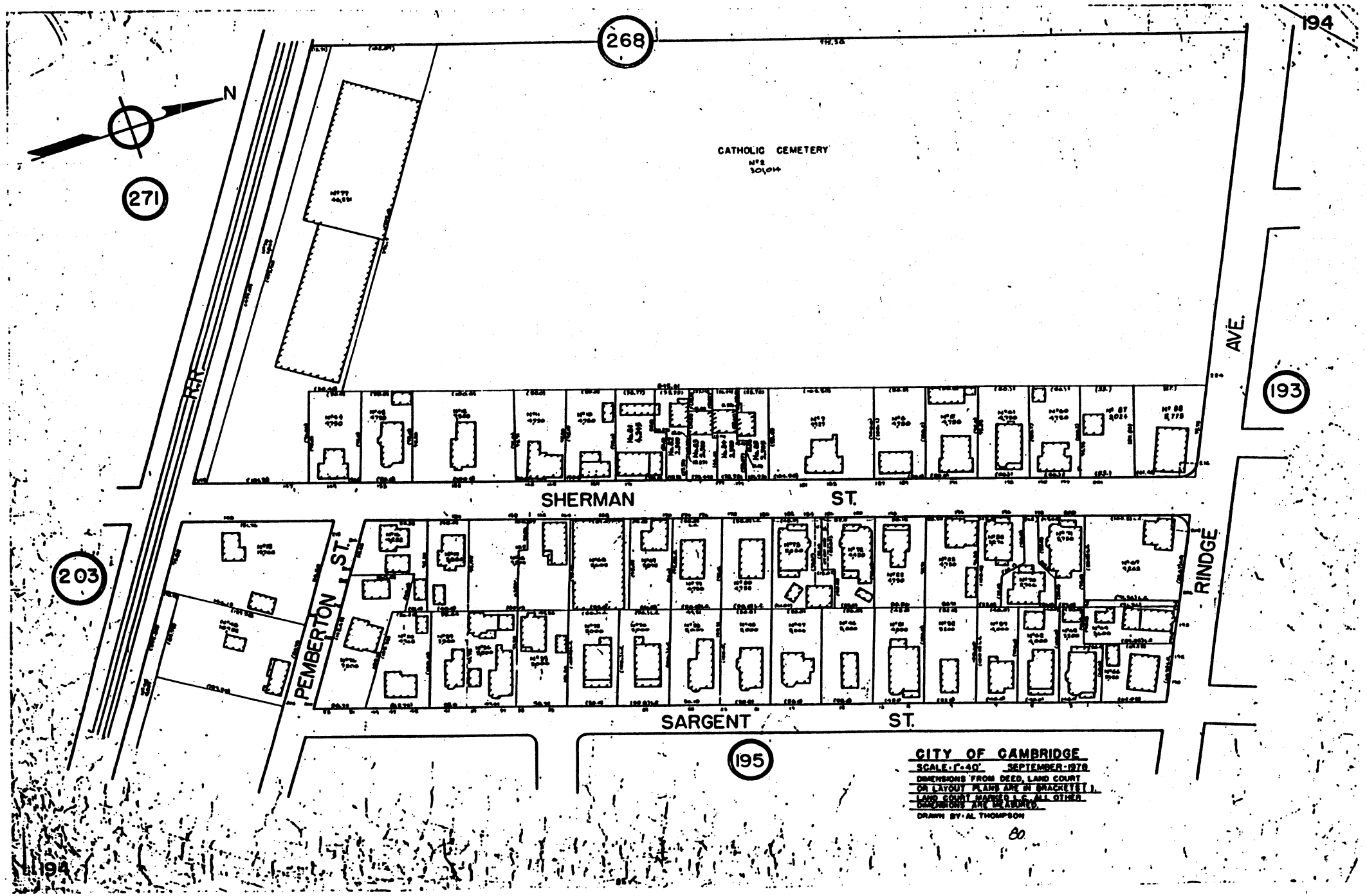
EVALUATION

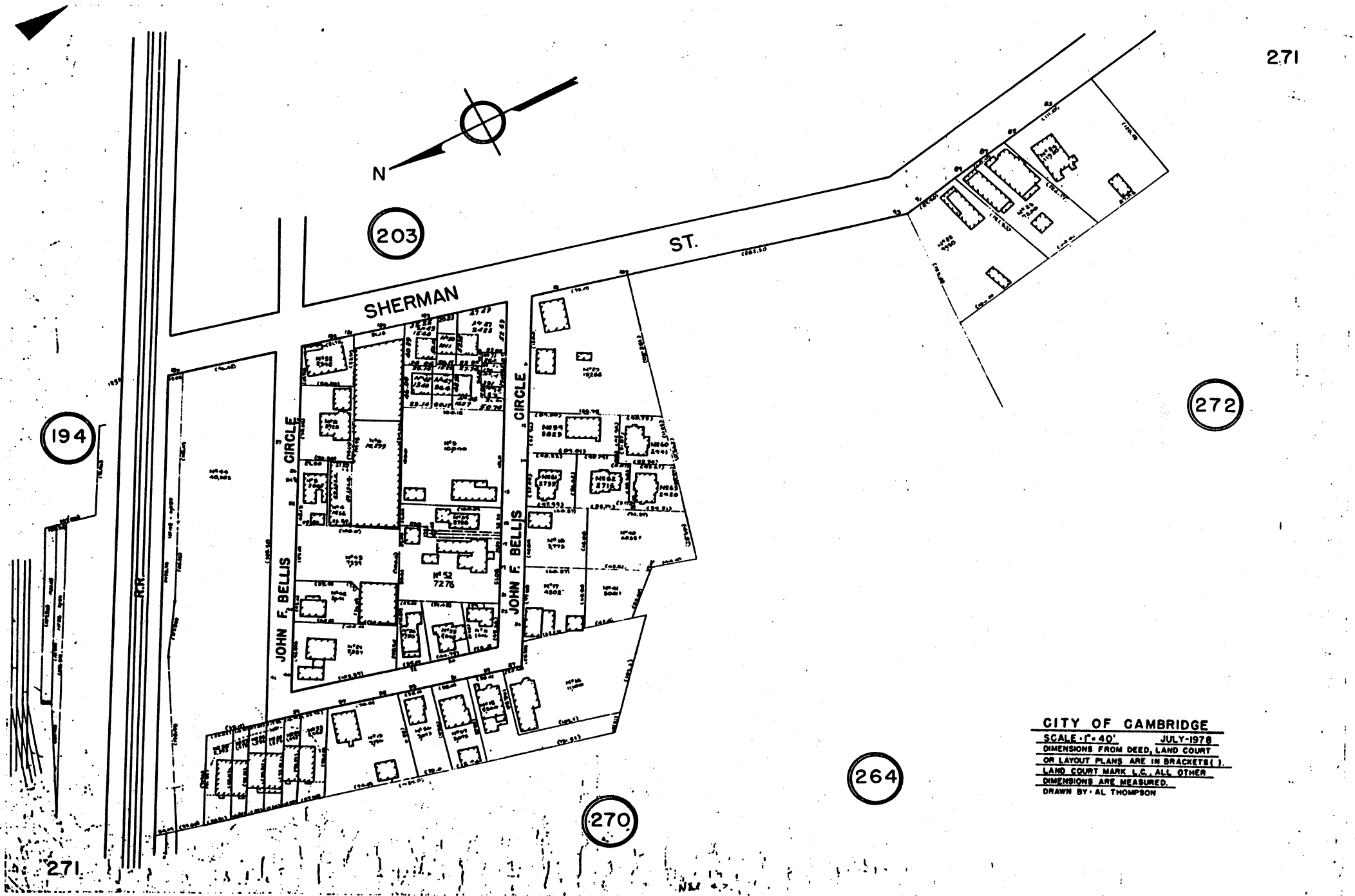
Each state should evaluate their own program efforts. This evaluation should be shared with Operation Lifesaver, Inc., for evaluation of the combined national effort.

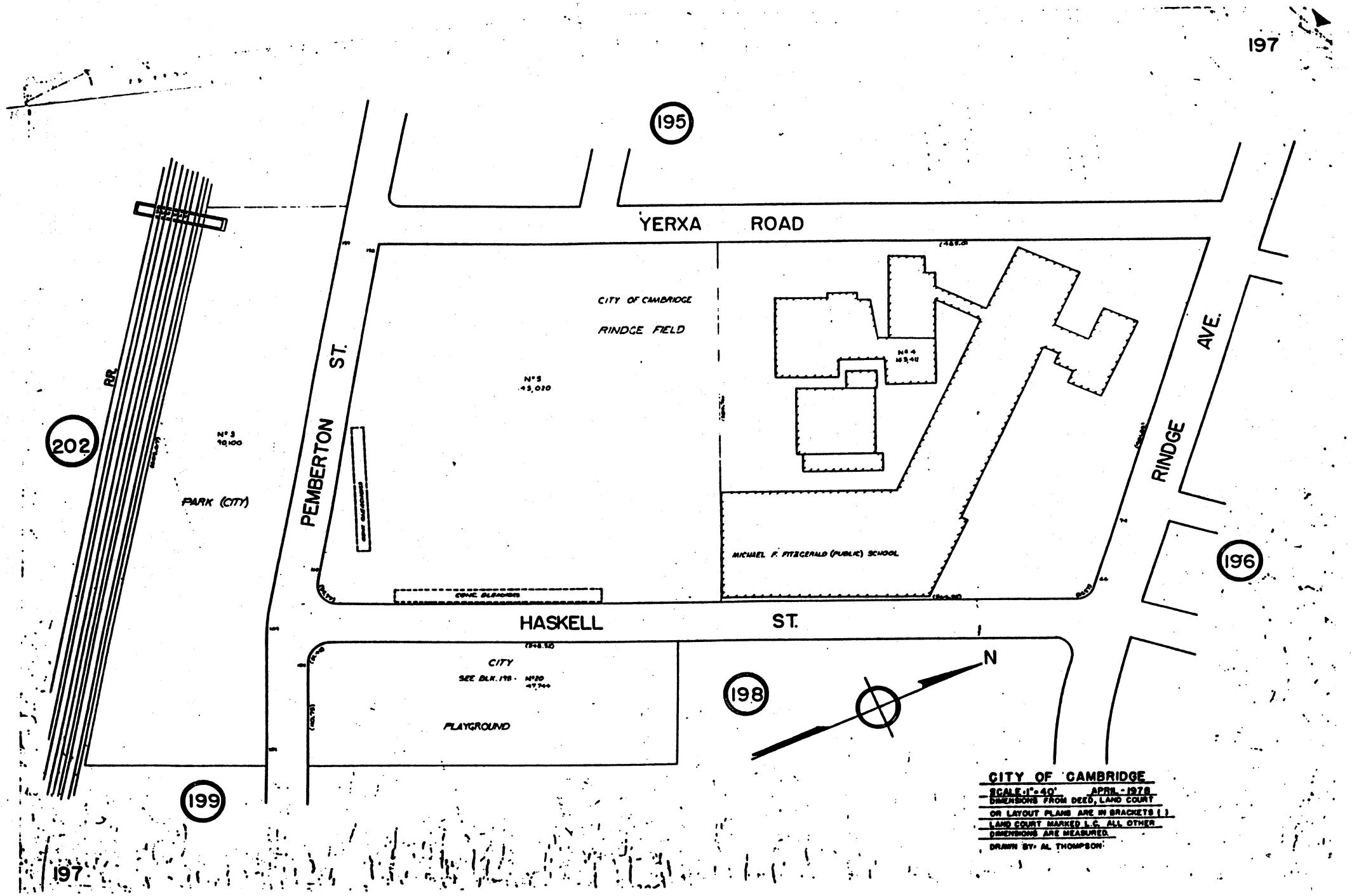
APPENDIX K

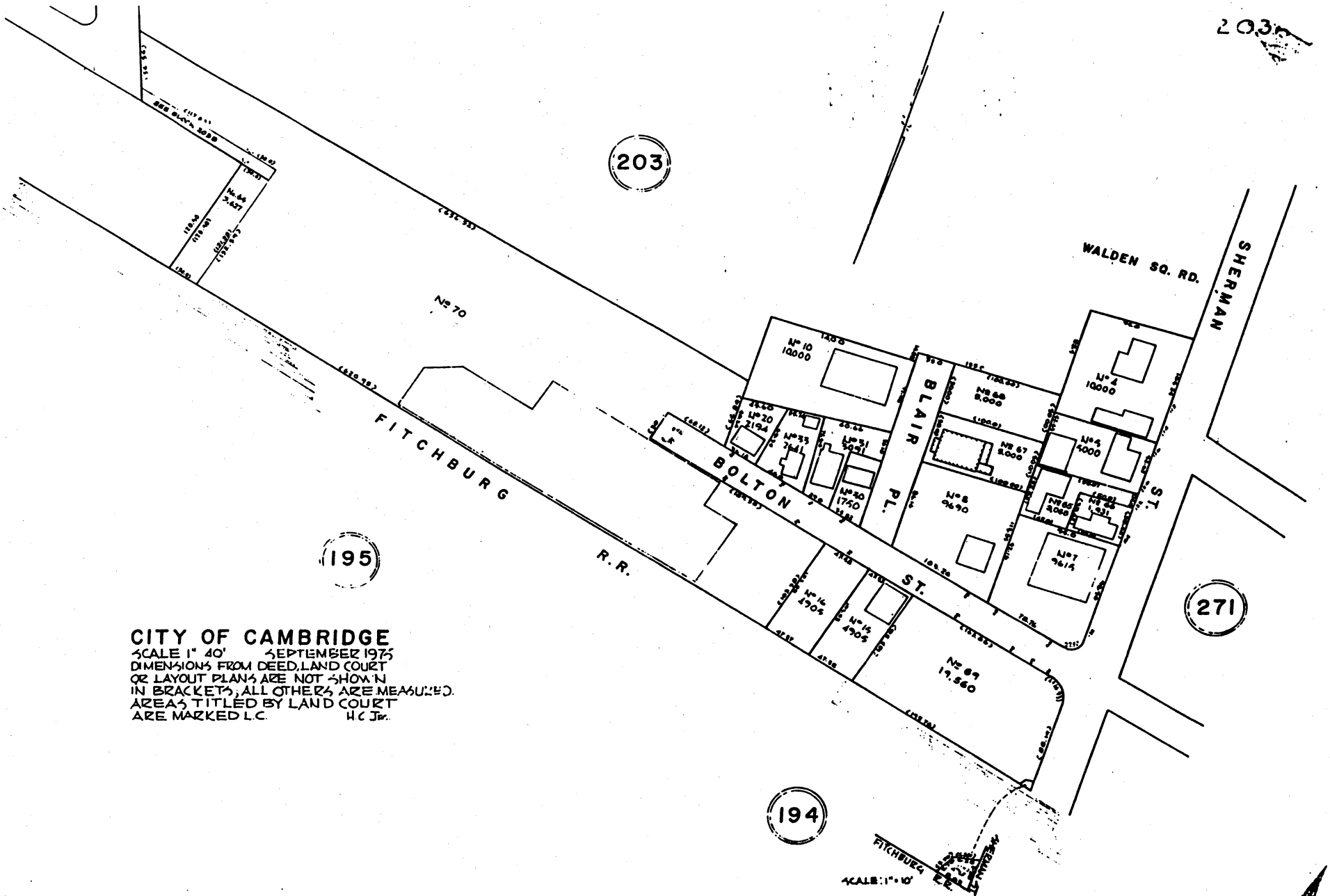

269
RINDGE
AVE.
MDC
268
C
Rindge Apartments
WAY
268
A
265
C-E
B&M R.R. Fitchburg Div.
DRAIN
EASEMENT
268 B
CITY of CAMBRIDGE
Scale: 40


193
194
268 A
264
JACKSON ST.
AVE.
RINDGE
CLIFTON ST.
269
268 A
268 B
No 40
54,944
No 41
20,512
No 42
59,329
No 32
441833
No 30
4990
No 31
3920
3 EASEMENT
CITY OF CAMBRIDGE
SCALE 1"=40'
JULY 1972
DIMENSIONS FROM DEED OR LAYOUT PLANS ARE IN BRACKETS -( ). ALL OTHER DIMENSIONS SHOWN ARE MEASURED. AREAS TITLED BY LAND COURT ARE MARKED L.C.


268
194
N
271
CATHOLIC CEMETERY
No 2
SOLOM
RR
AVE.
193
SHERMAN ST.
203
PEMBERTON ST.
RINDGE
SARGENT ST.
195
194
CITY OF CAMBRIDGE
SCALE: 1"=40' SEPTEMBER-1978
DIMENSIONS FROM DEED, LAND COURT OR LAYOUT PLANS ARE IN BRACKETS [ ].
LAND COURT MARKED L.C. ALL OTHER DIMENSIONS ARE MEASURED.
DRAWN BY: AL THOMPSON
80

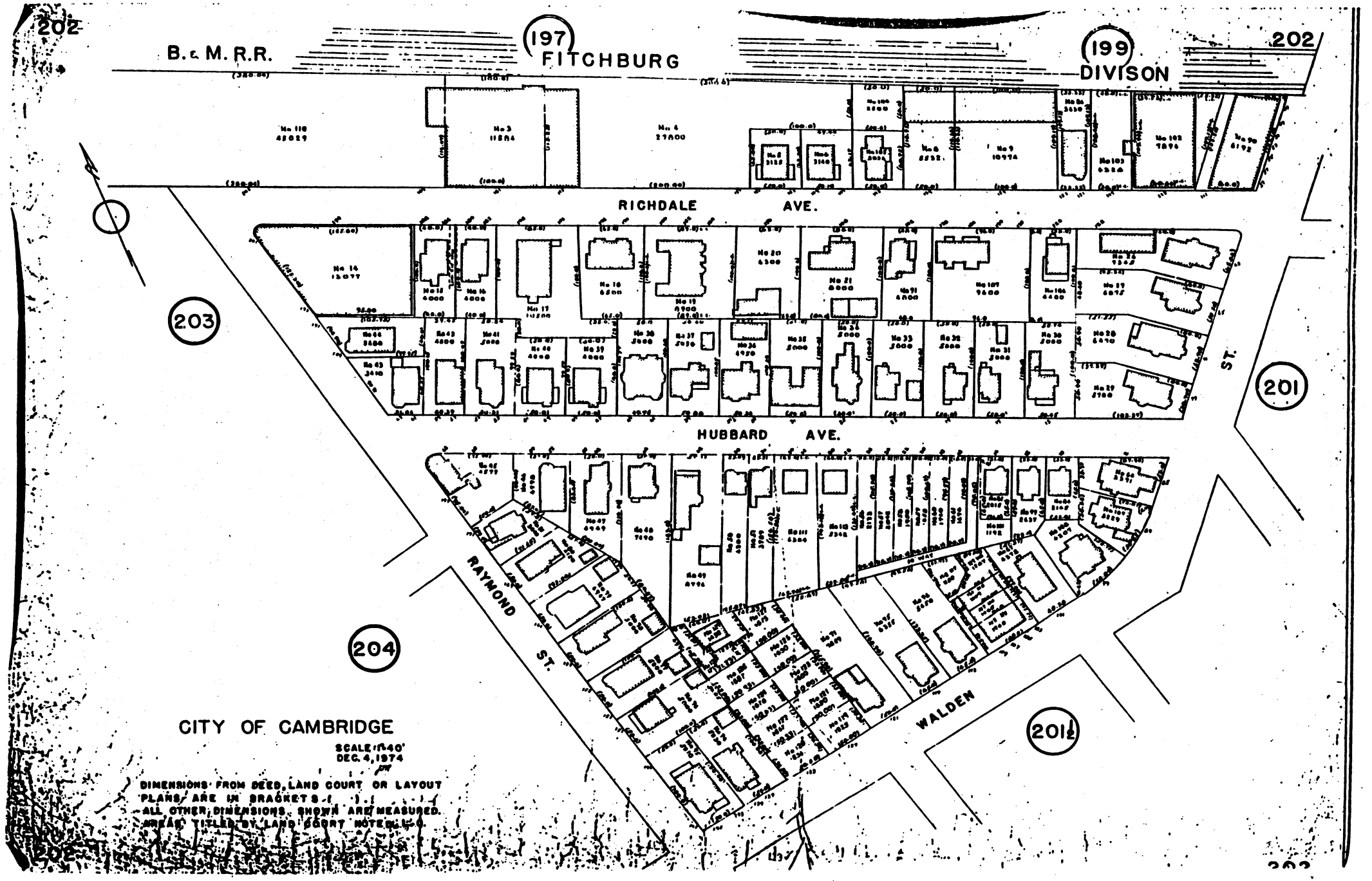

N
203
SHERMAN
ST.
271
272
194
264
270
271
JOHN F. BELLIS CIRCLE
JOHN F. BELLIS CIRCLE
R.R.
No 52
7276
CITY OF CAMBRIDGE
SCALE: 1" = 40' JULY-1978
DIMENSIONS FROM DEED, LAND COURT
OR LAYOUT PLANS ARE IN BRACKETS( ).
LAND COURT MARK L.C., ALL OTHER
DIMENSIONS ARE MEASURED.
DRAWN BY: AL THOMPSON


197
195
YERXA ROAD
CITY OF CAMBRIDGE
RINDGE FIELD
N° 5
43,020
N° 4
43,411
PEMBERTON ST.
RINDGE AVE.
202
RR.
N° 3
19,100
PARK (CITY)
MICHAEL F. FITZGERALD (PUBLIC) SCHOOL
CONC. BLEACHERS
196
HASKELL ST.
CITY
SEE BLK. 198 - N°10
47,744
PLAYGROUND
198
N
199
197
CITY OF CAMBRIDGE
SCALE 1"=40' APRIL - 1978
DIMENSIONS FROM DEED, LAND COURT
OR LAYOUT PLANS ARE IN BRACKETS ( )
LAND COURT MARKED L.C. ALL OTHER
DIMENSIONS ARE MEASURED.
DRAWN BY: AL THOMPSON



CITY OF CAMBRIDGE
SCALE 1" 40' SEPTEMBER 1975
DIMENSIONS FROM DEED, LAND COURT
OR LAYOUT PLANS ARE NOT SHOWN
IN BRACKETS, ALL OTHERS ARE MEASURED.
AREAS TITLED BY LAND COURT
ARE MARKED L.C. H.C. Jr.

203A


202
B. & M. R.R.
197
FITCHBURG
199
DIVISON
202
RICHDALE AVE.
203
HUBBARD AVE.
ST.
201
RAYMOND ST.
204
WALDEN
202
CITY OF CAMBRIDGE
SCALE 1"=40'
DEC. 4, 1974
DIMENSIONS FROM DEED, LAND COURT OR LAYOUT PLANS ARE IN BRACKETS
ALL OTHER DIMENSIONS SHOWN ARE MEASURED.
AREAS TITLED BY LAND COURT NOTED
202

NORTH CAMBRIDGE RAILROAD SAFETY STUDY
APPENDIX L

June 1994

NORTH CAMBRIDGE STABILIZATION COMMITTEE
CITY OF CAMBRIDGE, MBTA CORRESPONDENCE

North Cambridge Stabilization Committee

15 Brookford
Cambridge, MA 02140
April 23, 1993

Mr. Edward Handy, Assistant Director for Intergovernmental Affairs
Community Development Department/City Hall Annex
59 Inman Street
Cambridge, MA 02139

RE: *Year #19 (FY '93–'94) CDBG Program*

Dear Mr. Handy:

The North Cambridge Stabilization Committee proposes a significant revision in the recently published Community Development Block Grant plan for the upcoming fiscal year ("Projected Use of Funds for CDBG Program Year #19").

In accordance with federal guidelines and the City's stated CDBG policies and objectives, we ask that funds be allocated to address and resolve a long-standing yet extremely urgent City need—indeed, a matter of life and death for hundreds of Cambridge citizens: the grave safety hazard and major public inconvenience caused by the absence of safe railroad crossings connecting the Jefferson Park area with Danehy Park, and the Fresh Pond Apartments (Rindge Towers) with Fresh Pond Shopping Center.

As you know, this problem has been the subject of public discussion and concern for two decades. According to newspaper accounts over the years, five persons—maybe more—have been struck by trains and killed while crossing the series of railroad tracks adjacent to the heavily populated housing complexes situated along Rindge Avenue. Other pedestrians have been maimed by speeding locomotives, and reports of near-misses abound. Despite the recent death of Elizabeth Ricker, a Fresh Pond Apartment resident who was struck by an MBTA commuter train and killed at this location on March 11, people of all ages continue to stream over the railroad tracks.

Finding and implementing a solution will not be easy. The answer may involve short-term measures (such as fence repairs and security patrols), as well as a comprehensive planning component; the securing of easements; land takings; the design and construction of a ramped overpass; the provision of additional access to the new truss bridge at Alewife Brook Parkway; the creation of an easily negotiated at-grade crossing equipped with warning devices; a more durable fence or barrier system; the

building of embankments; or other expensive physical improvements. The process will no doubt require a significant commitment of the City's resources. But in view of the gravity of the problem, the City's protracted failure to remedy it, and the consequent potential for lawsuits—not to mention the fact that human lives are risk—we believe extraordinary expenditures and a rethinking of block grant priorities are justified.

The matter of the dangerous crossings has come before the City Council on several occasions, and the councilors repeatedly have called upon the City Manager to work with the MBTA and other agencies to secure funding for a pedestrian overpass. In 1987, you will remember, after an initial study was undertaken by the Community Development Department, the City Manager declared that "the City and its consultant recognize the importance of public safety and the need to provide safe and convenient ways to cross the railroad" (letter of Robert W. Healy to City Council, 3 Aug. 1987).

In 1988, the City-sponsored North Cambridge Neighborhood Study noted that "the lack of a safe pedestrian crossing at the B&M railroad tracks is extremely dangerous" and warned "that this situation, having already caused a number of fatalities, should be attended to immediately" (p. 13). The CDD joined the neighborhood in formally recommending that the City "improve pedestrian access from the Fresh Pond Apartments/Jefferson Park area to the Fresh Pond Shopping Center and Thomas Danehy Park" (p. 63).

In 1991, as part of the citywide CDBG process, the Stabilization Committee requested the allocation of funds toward "creation of a safe pedestrian walkway and bridge over the railroad tracks," stressing "that now that the Mayor Danehy Park is open and clearly being used heavily by Jefferson Park and Rindge Tower residents, the pedestrian link across the railroad tracks has become an urgent need." Your department denied our request at that time but pledged that the proposal would be considered "as new funding opportunities emerge" (letter of Michael H. Rosenberg to George F. McCray, May 24, 1991).

While we support the many worthy CDBG uses proposed in the City's projected budget—housing rehabilitation and development, historic restoration, open space rehabilitation, to name a few—we believe our proposal addresses a need that is even more urgent, and one that more precisely meets the primary CDBG objectives set forth in the City's March 15 memorandum. (As one city councilor noted during a 1985 Council discussion of the proposed pedestrian overpass, "This bridge is more important than all the parking garages and street and sidewalk improvements in the whole city.") Moreover, since a safe railroad crossing will directly benefit the large concentrations of low- and moderate-income persons who live in Jefferson Park and the Fresh Pond

Apartments, we believe our proposed use of funds better satisfies federal guidelines, which strongly encourage CDBG spending that serves these income groups.

In urging the expenditure of CDBG funds on a safe railroad crossing, we note that official estimates of the cost of building a pedestrian overpass have steeply escalated over the years, from $250,000 in 1976, to $1 million in 1985, to $1.5 million in 1987. Clearly, the City's decision to delay action has not reduced the potential financial costs—and, as the mounting death toll demonstrates, its ostrich-like attitude may have increased the human costs.

We recognize that solving this complicated problem will require the participation of a range of public agencies and private parties, but we believe that the time is long overdue for the City to assume its responsibility and to take the lead in achieving a resolution. An MBTA employee recently observed that it was the City's decision to put a large residential complex on one side of the tracks and a large shopping center on the other, thus assuring the mutual attraction that exists. He also has indicated that the MBTA would be glad to participate in the solution to this problem.

For our part, we will be happy to meet with you and other city officials to discuss this proposal and begin work toward creating the necessary pedestrian crossings. The Stabilization Committee will actively support City efforts to find additional state and federal funding for this project. And we will soon consider earmarking a portion of our annual Stabilization funds to help pay for the needed improvements.

We hope that you, Mr. Rosenberg, and Mr. Healy agree that the City's obligation to protect the public from life-threatening situations demands an immediate reordering of its CDBG priorities. Twenty years of foot-dragging, buck-passing, and excuse-making is enough: the City of Cambridge must eliminate the hazardous railroad crossings in North Cambridge and create reasonable alternatives. We urge you to set aside a major portion of this year's block grant revenues for this terribly important purpose.

Sincerely yours,

Richard D. Clarey, Chair

Peter Cignetti

Michael Brandon, Vice Chair

George F. McCray

A-1 (Linear Park), and the Business C-1 (Trolley Square) districts would result in substantial over-development of the neighborhood.

(2) The lack of a safe pedestrian crossing at the B&M railroad tracks is extremely dangerous. The Committee feels strongly that this situation, having already caused a number of fatalities, should be attended to immediately. Many residents, including young children and elderly people, cross the tracks to reach the Fresh Pond Shopping Center. Many more children will use this as a shortcut when the Thomas Danehy Park is completed.

(3) The Committee raised many concerns regarding the land use decision making process in Cambridge. They are confused about the different roles, responsibilities, powers and limitations of the various city boards and the departments that staff them.

(4) One of the strongest and most persistent concerns of the Study Committee centered around the zoning in Trolley Square. Members feel that the entire Business C-1 zoning district is inappropriate.

(5) In particular, Committee members question whether the special permit criteria in Trolley Square are consistent with the objectives of neighborhood residents. In most cases, members believe that the public amenities achieved through the special permit process are not worth the increased density allowed by the permit.

(6) The Committee would like to see regulations adopted along Massachusetts Avenue which would require a more stringent design review process.

(7) The interface between commercial and residential uses is a problem for many residents in certain areas on and surrounding Massachusetts Avenue. Trucks serving businesses use residential streets throughout the day and night. In addition to the noise, other activities, such as early morning trash pickup, also create considerable problems for residents living close to these businesses.

(8) The vision for Alewife as described in the 1979 Alewife Revitalization Plan has not materialized. On the contrary, the Committee is concerned with the way in which development has been occurring in this area. Alewife has been compared to a suburban shopping center with too much asphalt, concrete and buildings which do not relate well to each other. Rather than being an environment which is friendly and inviting to people, the area has remained stark, mundane and isolated from the surrounding neighborhoods.

(9) The existing zoning in the Alewife area allows approximately thirteen million additional square feet of development. The Committee believes that if built, this amount of development would have a devastating impact on the area's natural resources. The wetlands serve an important ecological, as well as aesthetic, function and must be protected. Because the entire area is situated in a flood plain, the amount of development and the location and form of the buildings are of particular importance.

(10) The amount of traffic in North Cambridge has increased steadily over the past few years. Increased traffic congestion has resulted in more accidents, greater amounts of noise, trip delays and an overall deterioration in the quality of life. The Committee is concerned that new development will further exacerbate this situation.

(11) The Committee is adamantly opposed to the Massachusetts Department of Public Works proposed Route 2 roadway improvements as presented in the Fall 1988 for the following reasons:

- The proposed roadway will not solve the traffic problem in the Alewife area, but rather, will merely push the traffic further into Cambridge;
- It will exacerbate traffic congestion at the Fresh Pond Reservation rotary, endangering the water supply;
- It is not worth $40 million of public funds;
- It breaks with a long-standing public policy that through traffic into Boston should not be encouraged;

(13) Improve pedestrian access from the Fresh Pond Apartments/Jefferson Park area to the Fresh Pond Shopping Center and Thomas Danehy Park. This should be done by adding a stairway to the Alewife Brook Parkway bridge to be constructed by the State Department of Public Works. Once the Thomas Danehy Park is completed and is being used, the feasibility of a pedestrian overpass will be reconsidered.

North Cambridge Stabilization Committee
c/o 27 Seven Pines Avenue
Cambridge, MA 02140

April 19, 1991

11

Mr. Edward Handy,
Assistant Director for Intergovernmental Affairs
Cambridge Community Development Department
City Hall Annex
Cambridge, MA

Dear Ned:

Thank you for extending the time for specific public comment on the City Manager's first-draft recommendations for use of the Year 17 Cambridge CDBG grant. On behalf of the North Cambridge Stabilization Committee, we propose that the following budget categories be adjusted to provide increased funding for urgently needed projects as indicated in Neighborhood 11:

1. Housing Development: $25,000 to address the problem of large "expiring-use" public housing projects in North Cambridge and to initiate the process of creating tenant ownership opportunities in these buildings.

3. Open Space Rehab: $47,300 for rehabilitation of Clarendon Ave. Park and $40,000 to complete renovations of Sleeper Park.

4. Streets/Sidewalks/Trees: $50,000 for creation of a safe pedestrian walkway and bridge over the railroad tracks that separate Rindge Towers/Jefferson Park from Danehy Park/Fresh Pond Shopping Center.

5. Neighborhood Facilities: $50,000 toward creation of an Alewife T security substation, including improved lighting, closed-circuit TV, and communication hardware to allow improved coordination between various agencies.

7. Special Neighborhood Stabilization Fund: $75,000 to offset the suggested reduction in total NCSC budget allocation necessitated by inclusion of Neighborhood 12 in the City-funded stabilization program for the Alewife area.

8. Neighborhood Business Rehab & Development: $50,000 to fund Mass. Ave. storefront and streetscape improvements, reduce vacancies in North Cambridge, and promote ownership and development among minorities, women, and recent immigrants.

10. Comprehensive Planning: $30,000 for initial studies of Sheridan Square and Trolley Square, including feasibility of mixed-use development of the trolley yard site (as affordable housing, nursing home, public meeting space, NCSC office, day care center, etc.

11. Program Management/Project Execution: $50,000 toward startup and initial staffing needs of a nonprofit North Cambridge Community Development Corporation.

We look forward to meeting with you and other appropriate staff to provide further details and explain why these programs are crucially importa

Sincerely, George McCray (by MB), Chair — Michael Brandon

CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

MICHAEL ROSENBERG,
Assistant City Manager for Community Development

MARY FLYNN,
Deputy Director for Community Development

April 27, 1993

Mr. Richard D. Clarey
Chairperson
North Cambridge Stabilization Committee
15 Brookford Street
Cambridge, MA 02140

Dear Mr. Clarey:

This will acknowledge receipt of your letter of April 23, 1993 requesting a change in the proposed F.Y.'94 CDBG budget as presented to the public for review in the Cambridge TAB and Chronicle.

Copies of the letter have been circulated to Michael Rosenberg, Eileen Woodford, Stuart Dash and Janet Cudmore-Reale, and we have met together for an initial but in-depth discussion of the proposal.

During next week, Stuart Dash will contact you to arrange a meeting between the North Cambridge Stabilization Committee and our staff. We look forward to further discussion of your proposal at that time.

Very truly yours,

Edward A. Handy
Block Grant Director

cc: Michael Brandon
Peter Cignetti
George F. McCray

City Hall Annex
57 Inman Street
Cambridge, MA 02139
617 349-4600
Fax: 617 349-4669

NORTH CAMBRIDGE STABILIZATION COMMITTEE

Copy to each
CC + Manager
5/19/93
RC

May 14, 1993

RECEIVED BY
OFFICE OF CITY CLERK
1993 MAY 20 PM 1:43
CAMBRIDGE MA.

City Council
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

RE: North Cambridge Railroad Crossings

Dear Councillors:

I write to report that the Community Development Department has taken the initiative to gather together the different parties who are interested in the solution to the safety problem. The members of our Subcommittee met with staff members of the Community Development Department and Assistant City Manager Rosenberg on May 6, 1993. At that time, a task force was organized and given various assignments, including communicating with the MBTA, MDC, Conrail and whatever other transportation agencies are involved, commercial interests and nearby residents, with a goal toward bringing them all together and finding interim and then long-term solutions. Our next meeting will be on May 20. We hope to reach a consensus on how best to address this problem, and when we do, we will ask for the Council's support.

Sincerely yours,

Richard D. Clarey

Richard D. Clarey

RDC:emc

5255S

Richard D. Clarey, Chair 15 Brookford Street Cambridge, Massachusetts 02140 (day) 617-227-0720 (eve) 617-864-6751

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

October 1, 1993

Mr. John J. Haley, Jr., General Manager
Massachusetts Bay Transportation Authority
State Transportation Building
10 Park Plaza
Boston, Massachusetts 02116

Dear Mr. Haley:

Last May, the City of Cambridge established a task force to look at the pedestrian safety problem along the Fitchberg Division Commuter Line in North Cambridge. This has become a serious problem considering that several fatalities and numerous near misses have occurred in this corridor over the last two decades. I would like to thank you for the cooperation that the MBTA has given to the City in this effort, with special recognition to Patrick Jordan who has been particularly helpful.

We have recently selected the firm of Wallace, Floyd, Associates Inc. in association with Gordon, Bua & Read, Inc. to undertake a Feasibility Analysis Study of Alternatives for Improved Pedestrian Safety in this corridor. We would welcome the full involvement of the MBTA in this effort which will take four to six months to complete. At that time and after reviewing the recommendations, I hope we can all agree on a suitable course of action and begin implementation as quickly as possible.

However, given the severity of the problem, I am requesting that the MBTA undertake some immediate short term actions that will improve safety. Ideally, the best action would be to formalize one or more at grade crossing, such as has been done along the Grand Junction Line in the eastern part of the city. If this proves infeasible at this time, we would at least like the MBTA to install warning/safety signs along the ROW, not just "no trespassing" signs. In addition, we would request that all trains sound their whistles and/or their bells as they pass through the area and most important, slow down. A 50 to 55 mile per hour speed is much too high for such a dense urban area especially one with such a history of pedestrian safety problems.

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Thank you in advance for your prompt attention to this request. If you have any questions or require additional information, please contact Mr. Richard A. Easler at the Cambridge Community Development, 57 Inman Street, Cambridge MA 02139 (349-4600).

Very truly yours,

Robert W. Healy
City Manager

CC: Patrick Jordan, MBTA Commuter Rail
George Laite, Sen. Havern's Office
Lance Campbell, Sp. Flaherty's Office
Rukiah Abdul-Malik, Sen. Barrett's Office

CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

MICHAEL ROSENBERG,
Assistant City Manager for Community Development

MARY FLYNN,
Deputy Director for Community Development

October 4, 1993

Senator Robert Havern
Attn: George Laite
Statehouse - Rm. 513
Boston, MA 02133

Dear Senator Havern:

Last spring another pedestrian fatality took place in North Cambridge involving a commuter rail train traveling along the Fitchburg Division Line. This has become an all to frequent occurrence over the last two decades especially when the number of non-fatal accidents and near misses are considered. As a result, the City of Cambridge established a task force composed of City officials, community residents, area business representatives, and relevant State agencies, to investigate the problem and make recommendations as to how safe pedestrian movements can be made across this dangerous barrier.

To help the task force in this effort, the City has engaged the firm of Wallace, Floyd, Associates Inc. to undertake a Feasibility Analysis Study of Alternatives for Improved Pedestrian Safety in this corridor. Several of the possible improvements such as overpasses or grade changes could be quite expensive. Therefore, on behalf of the City of Cambridge, I am requesting that you help us by placing a line item in the new Transportation Bond Bill that would provide monies to implement the recommendation of the study and the task force. I am suggesting an amount of at least $1,000,000 for this project.

One other possible source of help would be the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Sec.1104 - Congestion Relief Projects. Under subsection (b) of this section, $1,200,000 in Federal matching money is earmarked "to plan and construct a bicycle and pedestrian path connecting Arlington, Cambridge and Boston, Massachusetts". Implementing this connection from the Minuteman Bikeway to the Charles River bikeway could very logically provide one of the safe crossings needed along the railroad corridor in North Cambridge.

City Hall Annex
57 Inman Street
Cambridge, MA 02139
617 349-4600
Fax: 617 349-4669

Thank you for your continued cooperation and support in helping to find and implement a solution to this important problem. If you have any questions or require additional information, please let me know as soon as possible.

Very truly yours,

Richard A. Easler
Transportation Coordinator

October 12, 1993

John J. Haley, Jr.
General Manager
MBTA
Ten Park Plaza
Boston, MA 02116

RE: Railroad Accidents Involving Trespassers in North Cambridge

Dear Mr. Haley:

On March 13, 1993, an MBTA Commuter Rail train ran down and killed a North Cambridge woman who was crossing the tracks from her home on the north side to Fresh Pond Shopping Mall on the south side. This was the latest in a long series of deaths that we are aware of. We suspect there are other accidents which we do not know about, both fatal and non-fatal.

Following the March 13 fatality, our Committee and other groups in the City, including the City's Community Development Department, formed a group to work on a solution to this problem. Our group includes representatives of the MBTA.

We were hoping to work on both short-term and long-term solutions. We urged several short-term solutions while we attempted to hire an expert to help us with the long-term solutions, such as bridges or tunnels.

One of those short-term suggestions was to slow the train as it goes through North Cambridge. Your representative said that the commuters from the towns west of Cambridge would object. We suggested the sounding of a bell, but we were told that neighbors would object to being disturbed by the noise. We suggested the flashing of lights along the track from Alewife Bridge to Porter Square, and that was rejected without explanation. I imagine the reason is that the flashing of a light constitutes an admission that you know persons could be on the tracks.

Since you have rejected all of our short-term solutions, I ask that you make some suggestions.

It seems to me that a pleasant sounding bell such as the one sounded when your train enters Porter Square Station, if rung

Richard D. Clarey, Chair 15 Brookford Street Cambridge, Massachusetts 02140 (day) 617-227-0720 (eve) 617-864-6751

along the track from Alewife Bridge to Porter Square, would be a very easy remedy which would have no cost. Flashing lights seem cheap and easy also.

It is certain that sooner or later another trespasser will be killed because, as you know, there are large numbers of people who live on one side of the tracks crossing every day to get to stores, playgrounds and schools on the other side.

The MBTA ought to be in a position of having at least attempted to prevent the next tragedy.

Sincerely yours,

Richard D. Clarey

RDC:emc

cc: Stuart Dash,
Cambridge Community Development Department

Joseph Joseph,
North Cambridge Stabilization Committee

ncsc-mbt.ltr

NORTH CAMBRIDGE STABILIZATION COMMITTEE

October 20, 1993

John J. Haley, Jr.
General Manager
MBTA
10 Park Plaza
Boston, MA 02116

RE: Railroad Safety in North Cambridge

Dear Mr. Haley:

At its meeting of October 13, 1993, our Committee voted unanimously to request that when you or your representative appear at the meeting on November 9, 1993 of the North Cambridge Railroad Safety Committee at the Fitzgerald School, you come forward with short-term suggestions for alleviating the danger that exists as a result of your high speed commuter trains through North Cambridge. In addition to the suggestions mentioned by our former Chairman, Richard Clarey, in his letter of October 12, 1993, we ask you to consider, among others, signage warning of frequent high speed trains.

Sincerely yours,

Joseph J. Joseph

cc: Robert Healy, City Manager

Joseph J. Joseph, Chair Box 593 Cambridge, Massachusetts 02140 (617) 868-5136

NORTH CAMBRIDGE STABILIZATION COMMITTEE

October 20, 1993

Robert Healy
Cambridge City Manager
City Hall
Cambridge, MA 02139

RE: North Cambridge Railroad Safety

Dear Mr. Healy:

At a meeting of our Committee on October 13, 1993, it was voted unanimously that the Committee urge you personally to intervene to demand short-term solutions to the problem caused by high speed commuter trains travelling through North Cambridge.

The North Cambridge Railroad Safety Committee, which has been working over the months with Mike Rosenberg, Stuart Dash and Dick Easler, has been working hard on the global issues of a long-term solution; but we have been less successful in getting the MBTA to respond to our suggestions that, until the matter can be studied in depth, they devise some interim way to keep the tracks safe. We have suggested slowing the trains, sounding melodious bells, flashing lights and signage.

The MBTA has not responded positively to any of our suggestions. We have asked them to make suggestions when they come to a community meeting on November 9.

In addition, we ask that you consider interim solutions that the City can impose, such as signage and notices to nearby residents.

Sincerely yours,

Joseph J. Joseph

cc: Stuart Dash

ncsc-hea.ltr

Joseph J. Joseph, Chair Box 593 Cambridge, Massachusetts 02140 (617) 868-5136

A.E. FITZGERALD SCHOOL

70 RINDGE AVENUE
CAMBRIDGE, MASSACHUSETTS 02140
349-6530

November 1, 1993

Attached please find a very important notice regarding a meeting on Railroad Safety sponsored by the North Cambridge Stabilization Committee and the Community Development Department. The meeting will be held on Tuesday, November 9, 1993 at 7:30 p.m. in our school auditorium.

I urge you to attend this meeting. As you know, there are major safety issues for the children and adults living in the North Cambridge area regarding railroad safety. There is also a Survey Form which you may bring to the meeting or have your child return it to his/her teacher before November 9th.

Safety is an issue which effects everyone! Please come to the meeting on November 9th. I hope to see you there!

Sincerely,

Robert D. Ferrari

Robert D. Ferrari
Principal

MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

John J. Healy, Jr.
General Manager
Transportation Building
Ten Park Plaza
Boston, Massachusetts 02116

November 2, 1993

Mr. Robert Healy, City Manager
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Mr. Healy:

I support the efforts of the City of Cambridge with regard to pedestrian safety near the commuter rail line which runs through North Cambridge. Your selection of a consultant to study the situation is a step in the right direction. We will continue to support your efforts and remain involved by assigning Pat Jordan to assist you.

With regard to your request for additional grade crossings, we are under a directive by the Federal Railroad Administration (FRA) to reduce grade crossings by 25%. Grade crossings generally do not improve safety. They provide access for pedestrians to cross in areas where trains travel at high speeds, thus increasing the possibility of an accident.

We acknowledge the importance of a comprehensive Safety/Signage program, and are presently assessing the needs throughout the system. We expect new signage to be in place early in 1994.

Decreasing the speed of this train as you requested would have an adverse impact on present and future ridership on this line. A slowdown, therefore, is not possible.

We would be happy to initiate whistle blowing at Rindge Avenue. Please keep in mind, however, that historically when whistle blowing takes place, the City, as well as the MBTA, is often inundated with complaints about noise. You might want to consider this proposal further and inform us of your decision.

As I am sure you are aware, we have invited the members of the North Cambridge Railroad Committee for a trip on the commuter rail line on November 5. Staff members from Safety, Commuter Rail Transportation and Mechanical will be on hand to answer questions.

I look forward to a positive resolution of this matter. Should you have any questions, please feel free to contact me.

Sincerely,

John J. Hawley, Jr.
General Manager

WBV:ksd

Massachusetts Bay Transportation Authority

William F. Weld, Governor | Argeo Paul Cellucci, Lieutenant Governor | James J. Kerasiotes, Secretary and MBTA Chairman | John J. Haley, Jr., General Manager

April 28, 1994

Mr. Robert W. Healy
City Manager
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

RE: North Cambridge Railroad Safety Study

Dear Mr. Healy:

Thank you for your communication requesting assistance in improving pedestrian safety in the area adjacent to and along the commuter rail right-of-way in North Cambridge. As you know, Pat Jordan, Marketing and Ridership Officer at the MBTA, has been participating in the City of Cambridge's Railroad Safety Task Force's activities and incorporating the information generated through that effort into the MBTA's analysis of the North Cambridge facilities. In support of these efforts, the MBTA has been reviewing operations and facilities in this area in order to identify means of improving pedestrian safety.

After completing our analysis of the area and reviewing the work of the Task Force, the MBTA has identified certain near term and long term actions that we would propose to undertake to discourage pedestrian crossings of the tracks while improving mobility between major destinations in the area. We are proposing two actions to be implemented in the near term: 1). installation of additional fencing to reduce pedestrian crossings; and 2). initiating paratransit shuttle service between major destinations on either side of the tracks between which these pedestrian trips are currently occurring.

To discourage pedestrian crossings along the MBTA right-of-way, we will install intertrack fencing from the new MDC truss bridge to the Sherman Street crossing. This type of fencing significantly reduced pedestrian crossings where it has been utilized elsewhere along MBTA rights-of-way. We are proposing to install this fencing to a height of four feet along this length of track. As the fencing may easily be observed by MBTA train operators, breaches in the fencing are quickly identified, reported

and repaired. We are also proposing to work in cooperation with the City in developing and implementing new paratransit service in the North Cambridge area to provide a safe and efficient means of transportation between the major residential, recreational and retail concentrations located adjacent to the MBTA right-of way. We would like to begin developing an initial service program with City of Cambridge staff as soon as possible. We anticipate that installation of the fence and the availability of paratransit service may be accomplished within six months.

For the long term, we are willing to participate with the City and the Task Force to locate design and construct a pedestrian bridge at the appropriate location between the MDC truss bridge and Sherman Street. We are prepared to commence this effort when the Task Force has completed its work.

We look forward to discussing these proposals with you, city staff and the Task Force and welcome comments and recommendations.

Sincerely,

John Haley
General Manager

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139
TEL. 349-4300
FAX. 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

May 26, 1994

John Haley
General Manager
Massachusetts Bay Transportation Authority
Ten Park Plaza
Boston, MA 02116-3974

Re: North Cambridge Railroad Safety Study
Paratransit shuttle service

Dear Mr. Haley:

Thank you for your letter of April 28, 1994 regarding proposed actions by the MBTA to both discourage pedestrian crossing of the railroad tracks in North Cambridge and enhance mobility in the area. We are very pleased that the MBTA is interested in working in cooperation with the City of Cambridge in developing and implementing paratransit service in the North Cambridge Railroad Corridor area to enhance mobility and safety in the area.

Over the last few weeks, City staff have compiled additional information needed to assist in the establishment of this service. We have identified on the enclosed map the important locations to be served by the shuttle. We suggest that daily service be provided at twenty minute intervals.

We are also in the process of compiling a list of appropriate business owners in the area with whom to discuss this planned service. We would like to meet with your staff first to discuss routing, vehicle type, schedule and projected costs of this service. Also, we would like to work closely with the MBTA as you discuss this shuttle service with area businesses, the North Cambridge Railroad Safety Task Force and the North Cambridge community. Please contact Stuart Dash at 349-4600 to discuss next steps.

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We also look forward to working with the MBTA in implementing the other recommendations of the North Cambridge Railroad Safety study. Thank you for your continued cooperation and assistance on these issues.

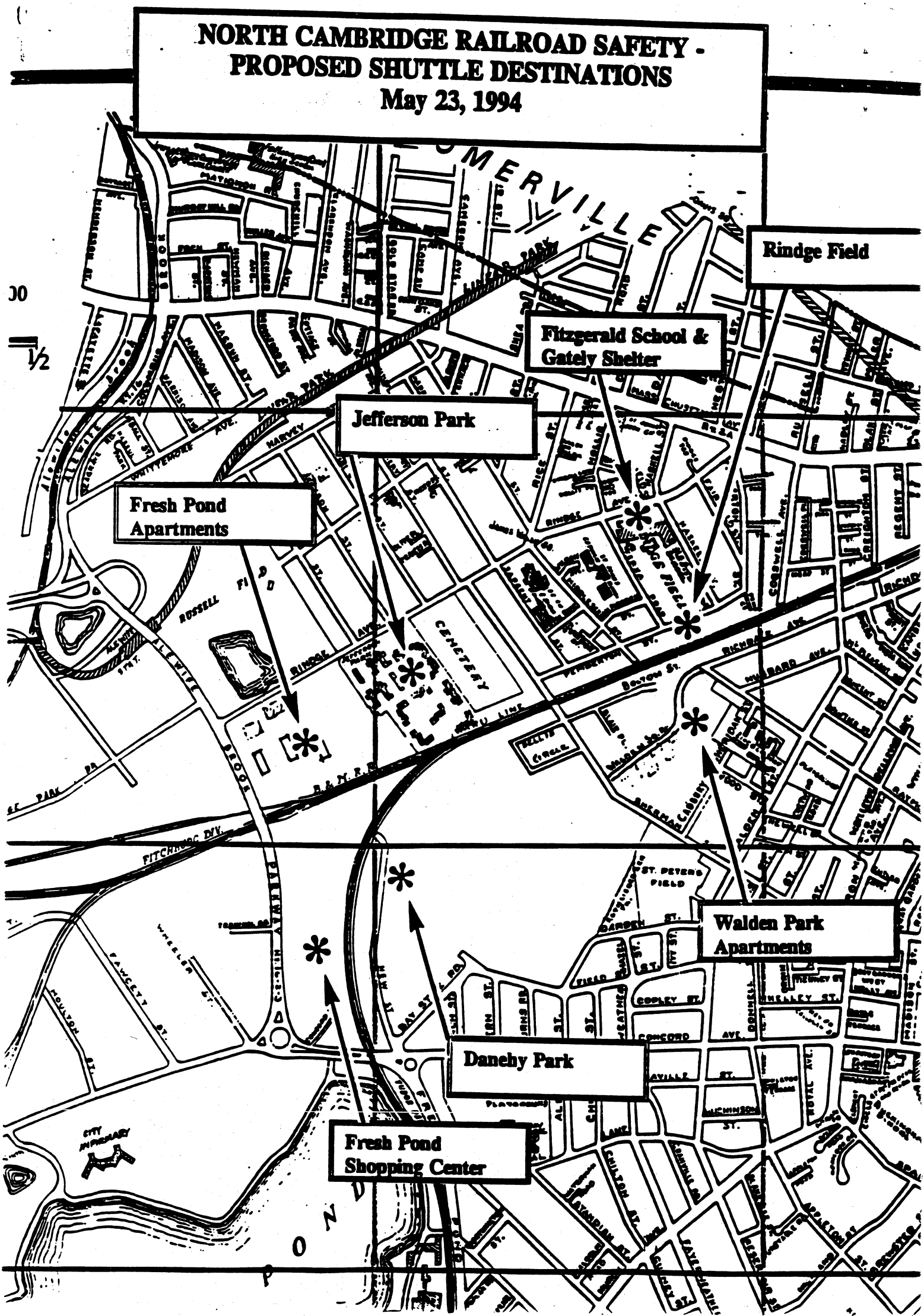
Very truly yours,

Robert W. Healy

enclosures

cc: Pat Jordan
Sharna Small

NORTH CAMBRIDGE RAILROAD SAFETY - PROPOSED SHUTTLE DESTINATIONS
May 23, 1994



CAMBRIDGE CITY COUNCIL ORDERS AND CITY MANAGER'S RESPONSE

City of Cambridge

5.
IN CITY COUNCIL
January 19, 1976

AMENDED ORDER

Councillor Danehy

ORDERED:

That the City Manager be and hereby is requested to arrange a meeting with the appropriate officials of this City and of the Boston & Maine Railroad and of the State Department of Transportation in order to correct the hazardous and worsening conditions at the Sherman Street railroad crossing, and be it further

ORDERED:

That the appropriate officials of the City of Somerville, State Department of Public Works and the Boston & Maine Railroad be requested to enforce the weight limits for heavy truck traffic on the Prospect Street overpass at the Somerville / Cambridge line.

In City Council January 19, 1976
Adopted as amended by the affirmative vote of 9 me
Attest: Paul E. Healy, City Clerk

A true copy,
ATTEST:

Paul E. Healy

City of Cambridge

IN CITY COUNCIL
March 8, 1976

Councillor Danehy

ORDERED:

That the City Manager be and hereby is requested to contact the appropriate officials of the Boston and Maine Railroad to request that a survey be conducted at the Sherman Street crossing to establish a procedure other than what is currently in effect, to ensure the safety of the pedestrian traffic at this location, and be it further

ORDERED:

That this survey include a proposal as well as a date for implementation for these safety standards for pedestrians and also for appropriate cleaning up and general landscaping of the Sherman Street crossing as well as the crossing located at Massachusetts Avenue and Cedar Street.

City Council March 8, 1976
Adopted by the affirmative vote
of 9 members

Paul E. Dietrich City Clerk

CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

DEPARTMENT OF
TRAFFIC & PARKING

George Teso
Director

May 17, 1976

Mr. James L. Sullivan
City Manager
City Hall
Cambridge, Massachusetts

Dear Mr. Sullivan:

I have been working with the Boston Maine Railroad concerning the condition of the crossing at Massachusetts Avenue and Cameron Avenue, and the Railroad crossing at Sherman Street with a view towards upgrading and reconstructing them to make it safer for pedestrians and motor vehicles to cross these tracks.

I am enclosing a copy of a press release stating the dates that the Massachusetts Avenue crossing will be done and in the meantime I will continue to push for the upgrading of the Sherman Street railroad crossing.

Very truly yours,

George Teso
Traffic Director

Enc.

GT:rd

City of Cambridge

25.

IN CITY COUNCIL
September 27, 1976

Councillor Graham

ORDERED:

That the City Manager be and hereby is requested to appear at the next meeting of the City Council to report on the status of the proposed pedestrian bridge at Jefferson Park.

CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

October 4, 1976

To the Honorable, the City Council:

In response to Council Order No. 2 of September 13th relative to resurfacing railroad crossings, please be advised that the resurfacing of railroad bridges and crossings in the Commonwealth of Massachusetts now rests with the State Highway Department. Mr. Conrad C. Fagone, Commissioner of Public Works, has met with them on numerous occasions to develop some long-range plans for this work, and reports that they have completed the following:

1. Temporary repairs to Walden Street and Huron Avenue bridge decking. (Permanent repairs will be made at a later date undetermined at this time.)

2. Replacement of paving material with rubber decking on Massachusetts Avenue railroad crossing.

In addition, the Sherman Street crossing has been approved and scheduled for work possibly this Fall. The State is presently negotiating with the Penn Central Railroad for the crossing on Main Street, Massachusetts Avenue, Broadway, and Cambridge Street. No decisions have been reached on these yet.

Very truly yours,

James L. Sullivan
City Manager

JLS/mbf

CITY OF CAMBRIDGE

COMMUNITY DEVELOPMENT DEPARTMENT

City Hall Annex, Inman & Broadway EXTENSION 344

RECEIVED BY
OFFICE OF CITY CLERK
OCT 12 8 59 AM '76
CAMBRIDGE, MASS.

To Paul E. Healy, City Clerk

From David R. Vickery, Acting Administrator **Date** October 8, 1976

Subject City Council Order Re Pedestrian Bridge at Alewife Brook

We have received a City Council order directing Ned Handy to report on the status of the proposed pedestrian bridge across the Boston and Maine right-of-way east of Alewife Brook Parkway.

This will advise you that I have assigned this responsibility to Richard Easler, our Chief Transportation Planner. He and I will be prepared to report to the City Council upon being advised of the date and time.

cc: James L. Sullivan, City Manager

City of Cambridge

IN CITY COUNCIL 17
October 18, 1976

Councillor Graham

ORDERED:

That the City Manager be and hereby is requested to include in the budget for FY 77-78 a sum sufficient for the construction of a pedestrian foot bridge from the Jefferson Park Housing Development to the land owned by the Metropolitan District Commission by the Fresh Pond Shopping Center, and be it further

ORDERED:

That the City Manager be and hereby is requested to confer with the Commissioner of the Metropolitan District Commission as soon as possible in order to arrange for this construction at the earliest possible date.

In City Council October 18, 1976
Adopted by the affirmative vote of 9 members.
Attest: Paul E. Healy, City Clerk

A true copy,

ATTEST:

Paul E. Healy

City of Cambridge

IN CITY COUNCIL
December 6, 1976

Councillor Russell

WHEREAS:

This City Council has adopted many orders as introduced by various members regarding the extremely hazardous condition which exists at the Sherman Street railroad crossing, and

WHEREAS:

The Boston and Maine Rialroad has, over the past year, resurfaced other railroad crossings in our city and it is now time to repair the most dangerous crossing in our entire city, now therefore be it

RESOLVED:

That the City Manager be and hereby is requested to report to this City Council within two weeks the current status of this problem as well as proposing some alternative method of resurfacing this section of track if the Boston and Maine Railroad refuse to correct the long-standing problem.

In City Council December 6, 1976
Adopted by the affirmative vote of 9 members
Attest: Paul E. Healy, City Clerk

A true copy,

ATTEST:

Paul E. Healy

CCM-101

City of Cambridge

4.

COUNCILLOR D. SULLIVAN
COUNCILLOR DANEHY

IN CITY COUNCIL
April 1, 1985

WHEREAS: A grave safety hazard is created by attempts to cross the busy MBTA/Boston and Maine (Fitchburg Division) railroad tracks between the Fresh Pond Shopping Center and the Fresh Pond Apartments (Rindge Towers) and Jefferson Park housing developments; and

WHEREAS: Many citizens of Cambridge and shopping center merchants have been striving for several years to obtain a pedestrian overpass across these tracks, most recently at a March 21 meeting; and

WHEREAS: Although the Community Development Department has previously included such an overpass in its capital budget recommendations to the City Manager, funding has never been proposed to the City Council; therefore, be it

ORDERED: That the City Council schedule a public hearing for its meeting of Monday, April 29, to discuss the feasibility of building this pedestrian overpass, and that the City Manager, representatives of the Community Development Department, the Cambridge Housing Authority, and the MBTA, and interested citizens and merchants be invited to attend.

In City Council April 1, 1985.
Adopted by the affirmative vote of 9 members.
Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:- Paul E. Healy

Paul E. Healy, City Clerk.

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

April 12, 1985

Mr. Rusen Atiniz
Trustee of Fresh Pond Shopping Center Realty Trust
c/o Zayre Corporation
Property Tax Department
Route 2
Framingham, MA 01701

Dear Sir:

Please be advised that the City Council, at its meeting of April 1, 1985 adopted an order (a copy of which is enclosed), scheduling a public hearing to discuss the feasibility of building a pedestrian overpass over the MBTA/Boston and Maine (Fitchburg Division) railroad tracks between the Fresh Pond Shopping Center and the Fresh Pond Apartments (Rindge Towers) and the Jefferson Park housing development.

Said hearing has been scheduled for Monday, April 29, 1985 at 6:00 p.m. in the City Council Chamber. Through you, we wish to notify the merchants at the Fresh Pond Shopping Center of this hearing and cordially invite you to attend at this time.

Very truly yours,

Paul E. Healy, City Clerk.

PEH/mh

Enclosure: City Council Order #4 of 4/1/85

CCM-101

City of Cambridge

20.

IN CITY COUNCIL

May 6, 1985

COUNCILLOR DUEHAY

ORDERED: That in relation to the City Manager's communication dated May 6, 1985 regarding potential revenue sources for the pedestrian overpass between Fresh Pond Shopping Center this City, should those funding sources become unavailable, the City Manager be and hereby is requested to search for alternate sources; and be it further

ORDERED: That the City Manager be and hereby is requested to report to the City Council within one month relative to the progress made in obtaining funding from the sources mentioned in his communication to the Council for the construction of the pedestrian overpass.

In City Council May 6, 1985.
Adopted by the affirmative vote of 8 members.
Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:- Paul E. Healy

Paul E. Healy, City Clerk.

CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 498-9011

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

May 6, 1985

To the Honorable, the City Council:

At the Public Hearing on April 30, 1985, the City Council requested the City Manager to provide additional information on potential funding sources for a pedestrian bridge over the railroad tracks from Jefferson Park to the Fresh Pond Shopping Center.

Preliminary cost estimates range from $750,000 to $900,000. The major reason for such high estimates is the necessity to have this structure in compliance with handicapped accessibility.

Potential funding sources include:

Cambridge Housing Authority	$150,000*	
C.R.A. Biotechnica Land Sale	100,000	
UDAG Loan Repayment (Biotech)	350,000	($70K for 5 years)
Chapter 90 Highway Money?	150,000	
Total	$750,000	

The assumptions in this funding scheme require the one point of origin be located in Jefferson Park in order to be eligible for the CHA monies, and HUD funding of the Biotechnica UDAG, which will not be announced until after May 31.

Additionally, inquiries are being made with the Commonwealth of Massachusetts and the MBTA as to their possibilities of participating in the funding of this project.

The asterisk after the CHA funding indicates additional State funds would have to be applied for to get the dollar figure to $150.000. The question after the Chapter 90 roadway funds indicates that the project eligibility for Chapter 90 funds still needs to be determined.

Obviously, more information needs to be gathered, but, inasmuch as the UDAG piece will not be known for some time, the other pieces can be researched.

Very truly yours,

Robert W. Healy
City Manager

WH/b

CCM-101

City of Cambridge

6.

COUNCILLOR WOLF

IN CITY COUNCIL
May 13, 1985

WHEREAS: The City Council, on an Order by Councillors Danehy and David Sullivan, has voted to ask the City Manager to pursue a walkway over the railroad tracks at Fresh Pond Shopping Center, therefore, it is

ORDERED: That the City Manager confer with the MBTA and State D.P.W. to determine whether plans to build such a walkway near the Route 2 bridge can be combined with the City's project.

In City Council May 13, 1985.
Adopted by the affirmative vote of 9 members.
Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:- Paul E. Healy

Paul E. Healy, City Clerk.

City of Cambridge

7.

IN CITY COUNCIL

JUNE 29, 1987

COUNCILLOR WOLF

ORDERED: That the City Manager present a progress report on the deliberations about the footbridge over the railroad tracks at the Council's August meeting; and be it further

ORDERED: That he put some cautionary signs in the vicinty of Jefferson Park and Rindge Towers to alert pedestrians to the dangers of walking at and across the tracks.

In City Council June 29, 1987.
Adopted by the affirmative vote of 9 members.
Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:- Joseph E. Connarton

Joseph E. Connarton, City Clerk.

CCM-101

City of Cambridge

30.

IN CITY COUNCIL

August 3, 1987

COUNCILLOR GRAHAM

ORDERED: That the City Manager be and hereby is requested to instruct the Assistant City Manager for Community Development to develop a program by which the City could seek State assistance for the construction of a pedestrian footbridge at Rindge Avenue and Jefferson Park.

In City Council August 3, 1987.
Adopted by the affirmative vote of 9 members.
Attest:- Joseph E. Connarton, City Clerk.

A true copy
ATTEST:- Joseph E. Connarton
Joseph E. Connarton, City Clerk.

CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
TEL. 498-9011

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

August 3, 1987

To the Honorable, the City Council:

In response to Awaiting Reports No. 9 and 18 the following information is provided relative to the construction of a pedestrian crossing over the railroad tracks in the area of the proposed New Street Park.

The City and its consultant recognize the importance of public safety and the need to provide safe and convenient ways to cross the railroad. Presently, residents from Rindge Towers and Jefferson Park must cross the railroad tracks utilizing the Route 2 - railroad overpass, at-grade utilizing Sherman Street or illegally through holes in the fence along the railroad right-of-way. Even prior to the final Master Planning for New Street Park, resident groups from Rindge Towers and Jefferson Park requested a pedestrian overpass for access to Fresh Pond Mall. The park site when fully developed will create significant recreational opportunities for the adjacent neighborhood and the City as a whole. Adequate parking will be provided for those who drive to the park. In addition, several pedestrian access locations have been identified. However, the railroad tracks along the northern border of the site create a barrier between the housing areas and the park.

The construction of a pedestrian overpass will require a significant expenditure of funds by the City and will not be a simple task. The overpass over the tracks will require an easement be obtained from the MBTA and possibly from the B&M Railroad, depending on the location. In addition, the design will need to be reviewed by several local boards and state agencies in addition to the MBTA, B&M, and Amtrak who presently control the railroad right-of-way. Based on discussions with the State Architectural Barriers Board, the overpass will need to be designed to be accessible to the handicapped which adds significant length to the crossing as well as costs to construction.

As part of the Master Plan development, the consultant team was asked to evaluate opportunities and limitations associated with providing pedestrian access across the railroad tracks. Based on field observations and discussions with various potential users, it is very clear that a single pedestrian overpass cannot be located to serve all desired uses. This finding is based on the fact that Rindge Towers and Jefferson Park (the two primary potential users) are not connected and an industrial area separates the two sites along the tracks. In addition, some residents are seeking access to the Fresh Pond Mall while others will seek entry to the park which are separated by a track.

The Metropolitan District Commission (MDC) is presently developing plans for a new vehicle bridge over the tracks as part of the scheduled Route 2 improvements. The new bridge will include sidewalks for pedestrians and will replace the old bridge structure. As an interim measure, the MDC plans to construct a temporary pedestrian overpass adjacent to the existing bridge. In discussions with MDC, alternatives to a temporary pedestrian bridge were explored including the construction of a permanent bridge to the east of the Route 2 overpass adjacent to Rindge Towers. MDC indicated that this was not possible for several reasons. An easement would need to be obtained from the MBTA and B&M which could delay the roadway project. The cost of a permanent structure which must be handicapped accessible, would be significantly more than the proposed temporary structure. The project is well into design already and changes could cause the project to be delayed. Based on MDC comments, an alternative approach was recommended. To reduce the distance people would walk from Rindge Towers to utilize the new Route 2 bridge, it has been suggested that a stairway be built from the new bridge to the southwest corner of the Rindge Towers parking lot. The new overpass sidewalks will provide for the handicapped access. In discussions with the MDC, it does not appear that the stairway will be installed by the MDC. This would be a much more cost-effective crossing for the City to install than a full pedestrian bridge which would require an easement from the MBTA. The City will need to discuss this option further with the MDC and coordinate design and construction activities for this potential pedestrian connection. This solution would serve Rindge Towers, but not Jefferson Park.

The consultant team also reviewed the potential for use of an existing haul tunnel under the railroad tracks for a pedestrian crossing. The existing tunnel is presently buried and filled with refuse. The tunnel location does not provide access to either Rindge Towers or Jefferson Park since its outlet is in the industrial area. The high groundwater in this area would require continuous pumping to keep the the tunnel open and public safety in an 80 - 100 foot tunnel, even if lighted, would be questionable.

As shown in the Master Plan, a pedestrian overpass has been proposed to connect the proposed park with Jefferson Park. The exact location and design requirements were not addressed as part of the design effort. The proposed overpass must span four sets of railroad tracks and have a clearance over the tracks of approximately 20 feet. This will require significant stairways and over 600 feet of ramps (the length of two football fields) since the access must be provided to accommodate handicapped persons. (See attached concept sketch.) The overpass will also need to be pile supported due to its location. Additional study will be required before an overpass could be designed and constructed in the area.

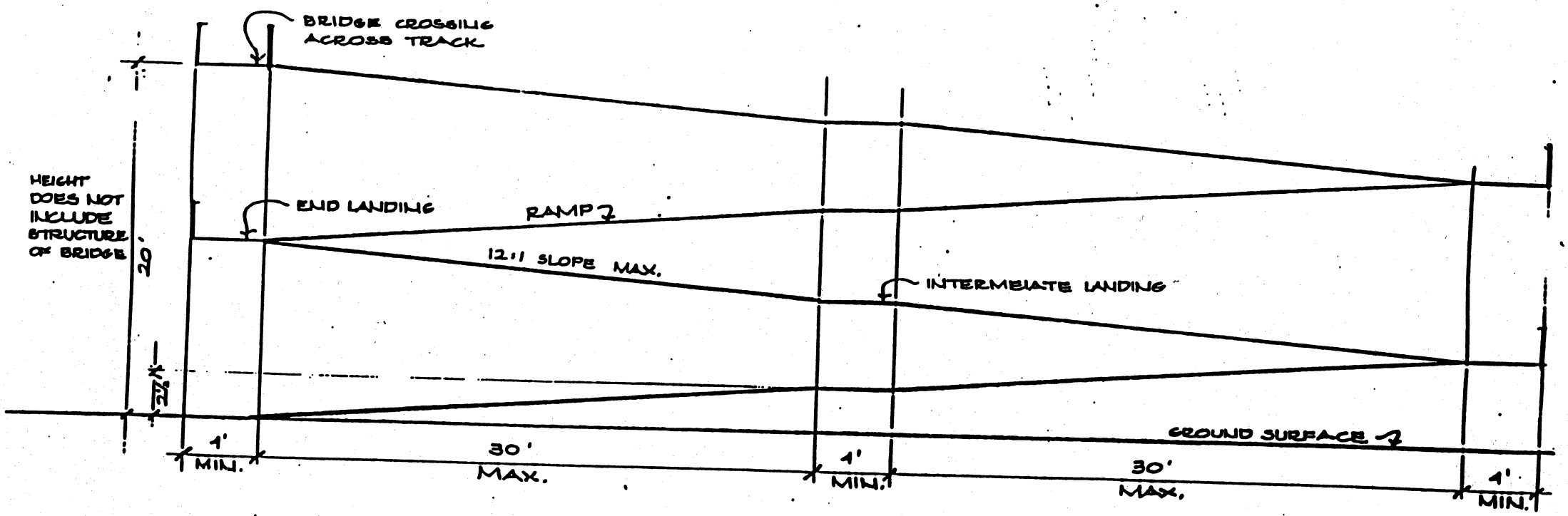
The park, when initially constructed, cannot be excessively used, since the site has significant environmental constraints for establishing good turf. The vegetation installed on top of the landfill will require special care, maintenance and time to establish. As the site matures and can support increased uses, the need for a pedestrian overpass in this area can be further evaluated. Since it is estimated that the cost of a pedestrian overpass in this area would be approximately $1.5 million (in 1987 costs), the City must be sure such a cost can be justified. The Phase I Site Improvements are designed to vegetate the site, provide areas for active and passive recreation, and create the potential for future uses. Phase II Site Improvements will address problems encountered in operation and maintenance of the site, develop more intense active and passive recreation facilities and could potentially include a pedestrian overpass if the need is shown. Delaying the construction of the pedestrian overpass will allow the City to seek additional federal and/or state funding for overpass design and construction should it prove feasible and desirable. In the interim, technological advances might also provide alternative means for handicapped access and bridge crossings.

We hope you find this information of assistance.

Very truly yours,

Robert W. Healy
City Manager

RWH:g
Attachments



HANDICAPPED ACCESS:

RAMP LENGTH	(8 RAMPS, 30' LONG)	240'
INTERMEDIATE LANDINGS	(1 @ 4')	16'
END LANDINGS	(4 @ 8')	32'
SUB-TOTAL: EACH ACCESS		288'
SUB-TOTAL: UP AND DOWN		576'
LENGTH OF CROSSING		80'
TOTAL LENGTH OF OVERPASS		656'

STAIR ACCESS

*STEPS UP:	35±
*STEPS DOWN:	35±
LANDINGS @	1'
80' CROSSING	

* (ASSUMES 7" RISERS)

PEDESTRIAN OVERPASS - CONCEPTUAL ELEVATION

CCM-101

City of Cambridge

39.

IN CITY COUNCIL

January 10, 1994

COUNCILLOR TRIANTAFILLOU
COUNCILLOR BORN
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
VICE MAYOR RUSSELL

WHEREAS: The safety of the citizens of Cambridge has been undermined by the existence of MBTA Trains travelling through North Cambridge at a high rate of speed; and

WHEREAS: Several people have died as a result of crossing the tracks to take advantage of the services available at Fresh Pond Shopping Center and the recreational facilities at Danehy Park; and

WHEREAS: The City Council passed an order dated October 18, 1976 requesting the City Manager to include in the fiscal year budget for 1977-1978 a sum sufficient for the construction of a pedestrian foot bridge from Jefferson Park Housing Development to the land owned by the Metropolitan District Commission by the Fresh Pond Shopping Center; and

WHEREAS: The City Manager was requested to confer with the Commission of the Metropolitan District Commission as soon as possible in order to arrange for this construction at the earliest possible date; and

WHEREAS: No pedestrian foot bridge was ever built; and

WHEREAS: The hazardous conditions continue to exist; now therefore be it

ORDERED: That the City Manager be and hereby is requested to contact the MBTA and/or the Govern to request that the trains travelling between Alewife and Porter Square be slowed to a more acceptable and safe speed; and be it further

ORDERED: That the City Manager be and hereby is requested to report to the City Council as to the status of the construction of said pedestrian foot bridge.

In City Council January 10, 1994.
Adopted by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:- D. Margaret Drury

D. Margaret Drury
City Clerk

CCM-101

City of Cambridge

28.

IN CITY COUNCIL

January 24, 1994

VICE MAYOR RUSSELL
COUNCILLOR SULLIVAN

WHEREAS: The North Cambridge Stabilization Committee's sub-committee on Rail Road Safety has been meeting on a regular basis to determine what steps can be taken to reduce the probability of accidents along the Rail Road tracks which run through North Cambridge; and

WHEREAS: Gathering data concerning past accidents has been most frustrating for the people working on this committee; and

Whereas: Possible sources for gathering this information are as follows:

State Transportation Board;
Attorney General's Office;
Boston Globe Computers;
MBTA; and

WHEREAS: There seems to be no agency in the city which is responsible for this type statistic; now therefore be it

RESOLVED: That the City Manager be and hereby is requested to designate some department responsible for accumulating this information using data available from the above sources, and any files which may be found in City Departments, and to have a system in place for recording further incidents which may take place in the vicinity of this Right of Way in the future; and be it further

RESOLVED: That the City Manager be requested to report back to the City Council as soon as possible.

CCM-101

City of Cambridge

29.

IN CITY COUNCIL

January 24, 1994

VICE MAYOR RUSSELL

WHEREAS: There is an ongoing study regarding rail-road safety in the North Cambridge Area; and

WHEREAS: Statistics gathered during the course of this study indicated that an alarming number of people, of all ages, are crossing the tracks at three different places in the North and that the trains are travelling at 55 miles per hour between Porter Square and Alewife; and

WHEREAS: Crossing during the winter months is made more dangerous due to the fact that the trains are less audible; now therefore be it

RESOLVED: That the City Manager be and hereby is requested to confer with the General Manager of the MBTA with the view in mind of taking immediate steps to lower the speed limit to 25 MPH in this vicinity; and be it further

RESOLVED: That the City Manager be requested to report back to the City Council as soon as possible.

CCM-101

City of Cambridge

30.

IN CITY COUNCIL

January 24, 1994

VICE MAYOR RUSSELL

ORDERED: That the City Manager be and hereby is requested to direct the Police Commissioner to initiate traffic control measures at Sherman Street in the vicinity of the construction near the Rail Road Crossing due to the fact that automobiles are backing up over the railroad tracks during the rush hour periods, causing a hazardous situation to both motorists and train passengers alike.

15

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL 349-4300
FAX 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

February 7, 1994

To The Honorable, The City Council:

In response to Awaiting Report Item No. 1, regarding the status of the construction of a pedestrian footbridge over the railroad tracks in North Cambridge; Awaiting Report Item No. 6, regarding reducing the speed limit of trains travelling between Porter Square and Alewife; and Awaiting Report Item No. 8, regarding gathering information for the Railroad Safety Committee, please find attached a report received from Michael Rosenberg, Assistant City Manager for Community Development.

Very truly yours,

Robert W. Healy
City Manager

RWH/mev
attachment

Printed on Recycled Paper

CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

MICHAEL ROSENBERG,
Assistant City Manager for Community Development

MARY FLYNN,
Deputy Director for Community Development

To: Robert W. Healy, City Manager

From: Michael Rosenberg, Assistant City Manager for Community Development

Re: Council Order #39, dated 1/10/94 Re: Status of the Construction of a Pedestrian footbridge over the railraod tracks in North Cambridge as described in the Council Order of 10/18/76.

Date: January 27, 1994

Over the past three decades as several relatively dense housing developments have been built along the Fitchberg Division railroad right-of-way in North Cambridge, larger and larger numbers of people have been crossing and walking along the tracks to reach the Fresh Pond Shopping Center and other destinations such as Danehy Park and the Fitzgerald School. This has created a very hazardous situation resulting in several fatalities.

Status of the 1976 Order for a Pedestrian Footbridge

The City of Cambridge has examined the possibility of improving this situation over the years. On October 18, 1976, the City Council passed an order (see attached) to have the City Manager budget for the construction of a pedestrian footbridge in this area. The pedestrian bridge over the tracks was not built at that time for a number of reasons, the two most important being that there was no agreement among the interested parties as to how the bridge costs might be shared; and, the railroad was not responsive to the idea of allowing a pedestrian bridge over their right-of-way. It was also clear that such a footbridge would serve just one of the many pathways that are in use in this area. The project was put aside after two years of efforts to resolve these issues.

In 1987, the City again examined this issue, and asked the firm of Camp Dresser & Mckee, working on Danehy Park at the time, to give an estimate for the cost and design (see attached concept sketch) of such a footbridge. The cost estimate was $1.5 million, and the design, conforming to handicapped accessibility requirements, resulted in a ramp system of almost 600' (to clear the necessary 22' above the tracks at the required slope of a maximum 1" of rise for every 12" of run would make a ramp of at least 264' up, across a 60' bridge, and 264' down). These two factors led to the decision to wait until the park was in use, and the new Alewife Bridge was constructed. It was also clear at that time that there were a number of pathways crossing the tracks, and that a single footbridge would not serve all of the desired crossing points.

The Railroad Safety Task Force

In response to a request last spring from the North Cambridge Stabilization Committee, the Community Development Department initiated a study that will;

* Document all aspects of the problem,
* Determine major desire lines for pedestrian movements,
* Define the regulatory process controlling activities in and adjacent to the

City Hall Annex
57 Inman Street
Cambridge, MA 02139
617 349-4600
Fax: 617 349-4669

railroad corridor,

* Investigate possible solutions (both short and long term),
* Estimate order of magnitude costs and implementation constraints, and
* Recommend the most feasible course of action and suggest possible options for funding.

In order to provide direction for the study, the Community Development Department, with the help of the North Cambridge Stabilization Committee, organized the Railroad Safety Task Force. This project advisory committee includes representatives of both City and State agencies as well as residents of the neighborhood affected. A membership list is attached. The group has met several time to discuss the problem and make suggestions for possible solutions.

City Manager Request to the MBTA for Slower Speeds

Since any solution requiring construction would probably take a long time to implement, the committee requested that some short term solutions such as slowing down the trains, sounding whistles, and providing warning signals for the existing pedestrian crossings be implemented immediately. As a result the City Manager sent a letter to the MBTA General Manager making such a request (see attached letter of October 1, 1993). The response from the MBTA (see attached letter of November 2, 1993) stated that because of train scheduling and liability problems only the whistle blowing option was feasible to implement, and only if the neighbors would not object to the noise.

In the meantime a subcommittee of the Task Force (including three neighborhood representatives) participated in a process that selected the firm of Wallace, Floyd, Associates Inc. to conduct the actual study. With the help of the committee, a questionnaire was prepared and distributed to residents along the corridor. The results are now being analyzed by the consultant. As soon as the study consultant was selected, an evening neighborhood wide meeting was held to obtain concerns and suggestions from nearby residents.

The first phase of the study is to gather data, both about community concerns and use and railroad use. The product of this phase, a technical memorandum summarizing the collected data, has just been reviewed in draft form by the Task Force. The results will be used by the committee to help determine the short and long term strategies to investigate in the next phase. Possible solutions might include: overpasses, underpasses, at-grade crossings, depressing the rail line, alternate or other means of transportation, community education programs, signing, fencing, warning systems, and a reduction in train speed.

The product of this second phase will be a technical memorandum summarizing the analysis, including a matrix and maps necessary to describe the alternatives. This memorandum will be reviewed by the committee and presented to the neighborhood at another evening public meeting.

Based on this input, the consultant will prepare a draft final report recommending a course of action including a funding strategy and mechanism for continued maintenance. After review by the committee, a final report will be produced and presented to the neighborhood at a third evening public meeting. The report will then be forwarded to the City Manager for review.

The entire study should be completed by April 15, 1994.

NORTH CAMBRIDGE RAILROAD SAFETY STUDY
Cambridge, Massachusetts

June 1994

Prepared for:
The City of Cambridge
Community Development Department

By:
Wallace, Floyd, Associates Inc.
Architects, Landscape Architects, Planners, Urban Designers

In association with:
Gordon, Bua & Read, Inc.
Consulting Engineers

NORTH CAMBRIDGE RAILROAD SAFETY STUDY
Cambridge, Massachusetts

June 1994

Prepared for:
The City of Cambridge
Community Development Department

By:
Wallace, Floyd, Associates Inc.
Architects, Landscape Architects, Planners, Urban Designers

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NORTH CAMBRIDGE RAILROAD SAFETY STUDY

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Appendix A - On-site notes of people crossing the tracks

Appendix B - Community Survey tabulated results

Appendix C - Police and Newspaper reports of ROW accidents

Appendix D - Summary of legal decisions of similar conditions in Massachusetts

Appendix E - Notes from conversations with various railroads

Appendix F - What is Operation Lifesaver?

Appendix G - Examples of Barrier Fences

Appendix H - Pedestrian Bridges/Underpasses/ Grade Crossing Alternative Plans

Appendix I- Pedestrian Bridge Examples

Appendix J - Linear Path Sections

Appendix K - Project Area Property Maps

Appendix L - Correspondence and City Council Orders

FOR APPENDICES A - F, K & L SEE SEPARATE DOCUMENT

INTRODUCTION

This study was commissioned by the Cambridge Community Development Department in response to a request from the North Cambridge Stabilization Committee (NCSC) to study safety issues around the MBTA Commuter Rail tracks in North Cambridge. A committee was formed with representatives from the NCSC, Walden Square Apartments, Jefferson Park Housing and Fresh Pond Apartments to oversee the progress of the study.

The Project Area runs along both sides of the tracks from Alewife Brook Parkway to Walden Street. At the western end, near Alewife Brook Parkway, the tracks run between Fresh Pond Mall and Danehy Park on the south and Fresh pond Apartments and Jefferson Park residential developments on the north. The rest of the Project Area is mostly residential.

Because of the limited number and inconvenience of the existing railroad crossings in the area, and the strong desire of local residents to go between destinations on opposite sides of the tracks, a number of people walk across and/or along the tracks, creating the potential for serious accidents.

The purpose of this study was to look at the existing conditions which contribute to the safety problems, and assess alternative solutions to those problems. In addition to site inspections, community meetings and surveys, and conversations with local officials to assess existing conditions and community concerns, other locations with similar situations were reviewed for potential solutions. Finally, a series of alternative solutions were developed and evaluated for community and railroad acceptance, effectiveness and cost. Based on those evaluations, recommendations for future actions have been developed.

PART 1: EXISTING CONDITIONS AND COMMUNITY CONCERNS

Information was collected from the following sources:

- The City and the Railroad Safety Task Force meetings
- Site observations
- The Railroad Safety Task Force's survey on issues and concerns
- The first public meeting held on November 9, 1993.

Detailed information from each of these sources follows the summary.

Summary of Use Studies

There are four general kinds of use of the railroad right-of-way (ROW):

- People crossing the tracks because it is the easiest and most direct route to their destinations. In some cases (for the elderly and those who are less mobile) it may be the only route they are physically capable of taking.

- People using the ROW as a linear neighborhood connector because it is the easiest and most direct route to their destinations.

- People (mostly teens and younger children) playing in the ROW Some of this play includes "playing" with the trains (e.g., playing "chicken" or putting things on the tracks).

- People running onto the tracks to retrieve balls.

Crossings occur in three major locations (see **Illustration 1a** for a project area map and **Illustration 1b** for pedestrian activity in the project area):

- At Yerxa Road between Walden Square, Richdale Avenue and the Fitzgerald School. People crossing here include Fitzgerald School children and parents, teen center users, people crossing to use the Rindge Avenue bus and the school bus that stops at Yerxa Road, people going to work and others. At the time of year the site observations were done (November 1993) this crossing received the heaviest and most regular use, and the most use by children.

- Between Jefferson Park and Danehy Park. There are two crossings into Danehy Park although the western one appears to be more frequently used. People crossing here include Jefferson Park residents as well as people coming to the park or shopping plaza by bus (they get off the bus at Jefferson Park and walk down the ROW to avoid mounds of earth at Fresh pond Apartments). Elderly people were observed using this crossing.

Illustration 1a
Project Area

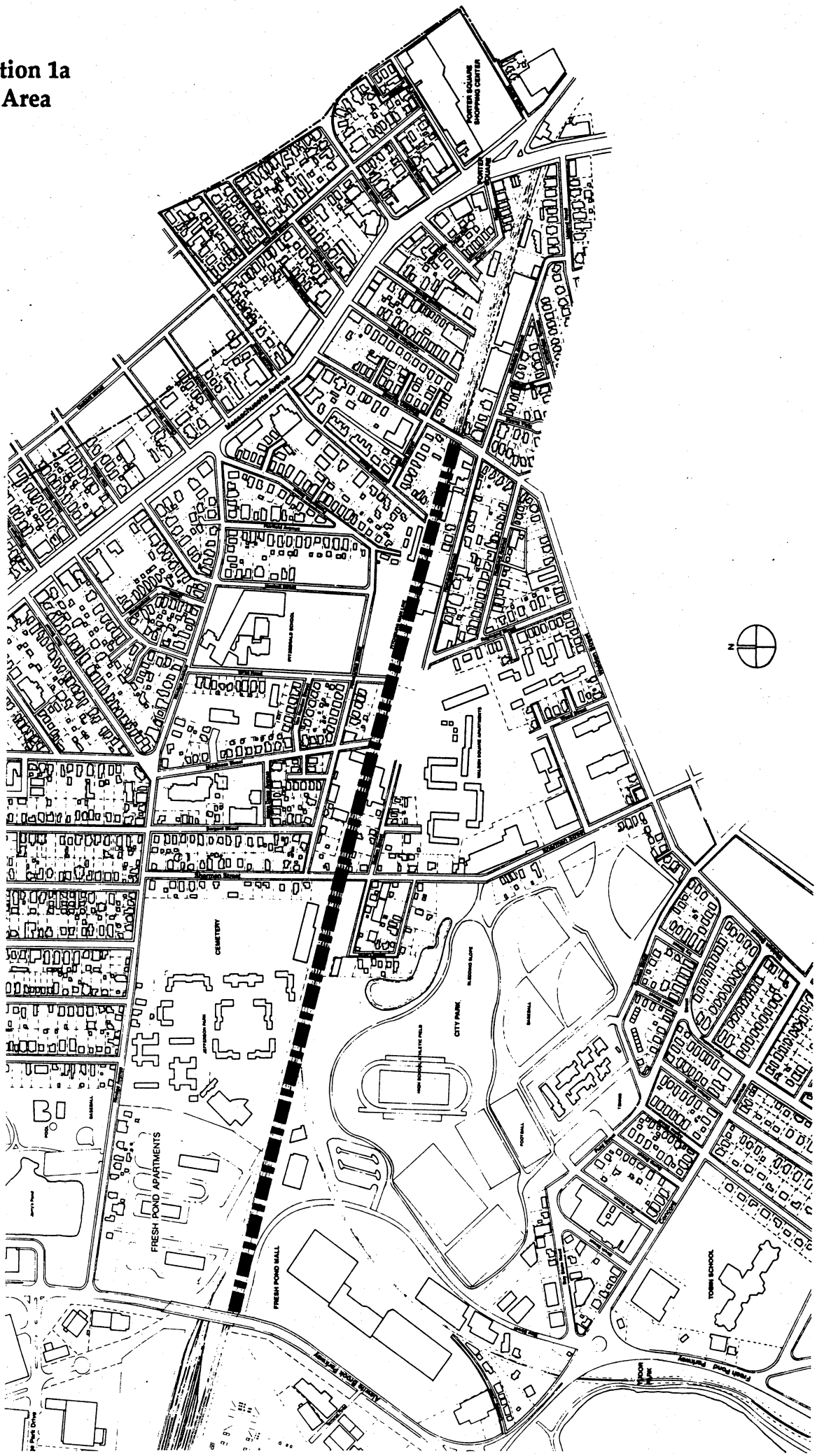


Illustration 1b
Project Area Pedestrian Activity

* map prepared by Deepti Nijhawan
Railroad Safety Task Force

- Between Fresh Pond Apartments and the Fresh Pond Shopping Center. There are two crossings into Fresh Pond Apartments - one by the Alewife Brook Parkway bridge and one by the mound of earth at Building 362. There are also two commonly used crossings into the shopping plaza - one by the cinema and one into the main parking lot. A number of elderly people were observed using the crossing into the main parking lot.

The ROW between Sherman Street and the Alewife Brook Parkway bridge is the most popular as a neighborhood connector. Site observations indicate that the shopping center is the most common destination. Members of the Railroad Safety Task Force have indicated that the ROW between Sherman Street and the Yerxa Road connection is also used. However, this was not observed during the site visits.

Specific locations where residents mentioned that children were playing in the ROW include behind Jefferson Park, by Belles Circle, and at the Sherman Street crossing. People also run onto the ROW to retrieve tennis balls by the Yerxa Road crossing.

Seasonal Use Considerations

As this study was completed within one season (winter), the following seasonal use considerations are based on information gathered from residents, the Railroad Safety Task Force and the City.

- The Alewife Brook Parkway bridge is particularly treacherous in the winter when it is icy and the sidewalks are not cleared. This leaves the residents at Fresh Pond Apartments and Jefferson Park the alternative of walking as far as Sherman Street to cross legally - this route is very indirect, particularly for Fresh Pond Apartments residents, and may be too difficult for the elderly, infirm or very young children.

- The trains are very quiet and the sound absorptive qualities of snow make it very difficult to hear a train before it arrives in the winter.

- Danehy Park attracts many more people in the fair weather. The crossing by Jefferson Park (and perhaps by Fresh pond Apartments) is far more heavily used in the summer (one resident stated 5 times higher). There are field sports programmed by the City in Danehy Park, from April to early November. However, it is general use of the park that attracts ROW crossers rather than any particular game scheduled at particular times. Peak use of Danehy Park is in the summer from approximately 11 am to 1 pm and weekdays at around 6 pm (when people return from work). The Jefferson Park - Danehy Park crossing may be more actively used during these times.

- The use of the ROW as a path or neighborhood connector is heaviest in the summer.

- The Yerxa Road crossing is heavily used during the school season. However, it is also regularly used by the teen center year round (including evenings) and for the Fitzgerald School summer program.

Site Observations

The major crossings were observed in October and November at the following times:

Yerxa Road	weekday from 7:50 am to 9:20 am November 4, 1993
Jefferson Park to Danehy Park	Saturday from 10:40 am to noon November 6, 1993
Fresh pond Apartments to Shopping Plaza	Saturday from 10:40 am to noon October 30. 1993

At Yerxa Road on a weekday morning, there was a total of 85 crossings in a period of 1 hour and 30 minutes; 43 of them were school children. Most people were going to the school but a number were going to work, shop or to just take a walk. Most of them indicated that they would be crossing the tracks again in the afternoon. For the children and adults going to the school, the crossing back was typically between 2:30 pm and 3:00 pm. The basketball and tennis courts by the Fitzgerald School have programmed games in the summer which attract some additional crossing of the tracks. In addition, the teen center and bus stop on Rindge Avenue attract track crossings in the evenings (at the November 9 public meeting one resident stated that there are groups of teens that cross at approximately 9:30 pm when the center closes).

Adults and a number of children observed glanced down the ROW before crossing. When a train approached, a few people would stop and others would follow. In general, children are less cautious than adults.

At the crossing from Jefferson Park to Danehy Park, four young to middle-aged adults and two elderly adults were observed crossing; three of these people crossed back (a total of 9 crossings in a period of 1 hour and 20 minutes) and three walked along the ROW using it as a path. Three people crossed into Danehy Park, while three people walked along the ROW to the shopping plaza (two people came from the Sherman Street direction). It should be noted that residents at the November 9 community meeting stated that the summer use of the crossing into Danehy Park is up to 5 times the winter use. Danehy Park has scheduled games during warm weather seasons on weekends starting at 8 am and after school starting at 3 pm. Peak use of Danehy Park is in the summer on weekends from approximately 11 am to 1 pm and weekdays at around 6 pm when people return from work. The

crossing from Jefferson Park to Danehy Park may be more heavily used at these times.

At the crossing between Fresh pond Apartments and the shopping plaza 23 people crossed and one person (an elderly man) crossed back (a total of 24 crossings in a period of 1 hour and 20 minutes). Pedestrians varied in age from children (accompanied by adults) to elderly people. Of the 25 crossings, 6 were by elderly people, 17 were by young to middle-age adults and 2 were by children (accompanied by adults).

(See **Appendix A** for on-site notes of people crossing the tracks.)

Community Survey Results

Survey forms were distributed at Fresh pond Apartments, Jefferson Park and Walden Square by members of the Railroad Safety Task Force, at the November 9 public meeting, and at the Fitzgerald School by the Principal. The survey was conducted as a means of obtaining information on use and neighborhood concerns from people that may have been unable to attend the public meeting. Responses were compiled by a member of the Railroad Safety Task Force, the Cambridge Community Development Dept. and Wallace, Floyd, Associates Inc. Results are as follows:

- Eighty surveys were completed, including 33 from residents at Fresh pond Apartments, 22 from residents at Jefferson Park, 9 from residents at Walden Square and 16 from people who lived in other locations. *(It should be noted that a resident stated at the November 9 public meeting that several people did not want to fill out the survey for fear of later receiving fines for trespassing.)* The majority of the people that responded to the survey were adults between the ages of 21 and 60.

- Most respondents walk across the tracks to shop (the heavy school associated use at Yerxa Road is not apparent in the survey). The cinema and Danehy Park are common destinations from Fresh pond Apartments and Jefferson Park.

- Weekend and weekday use is fairly evenly distributed.

- Twenty eight of the seventy five people who responded to the question on crossing, cross weekly; twenty one cross daily (once or twice a day); ten cross several times a day; and sixteen cross infrequently.

- Heaviest use is during the afternoon to early evening (again, the very heavy school associated use at Yerxa Road is not indicated by the survey).

- The preferred "solutions" varied by place of residence:

  - Most respondents at Fresh pond Apartments listed a pedestrian bridge (although, they may not be aware of the height that they will need to climb to go over the tracks) and having the trains sound their whistle as the preferred alternatives; slowing the trains down was the second preferred alternative and putting the trains underground was noted third.
  - Most respondents at Jefferson Park favored an at-grade crossing; a pedestrian bridge was the second preferred alternative.
  - Of the nine respondents at Walden Square, six favored a pedestrian overpass, two favored having the trains sound their whistle, two favored putting the trains underground and one favored having the trains slow down.
  - Of the remaining 16 respondents from other places of residence, six preferred a pedestrian overpass, five favored putting the trains underground and five favored having the trains sound their whistles.

- The majority of people said they would use a legal crossing if it was located within one block of where they cross. Eleven people said they would not use a pedestrian bridge, sixteen people would not use an underpass (eight of these people appear to use the Yerxa Road crossing where the existing underpass exists) and fifteen people would not use an at-grade crossing (nine of these live near the Yerxa Road crossing and the survey was not clear to all that the crossing would be a safe one as indicated by one of the comments listed below). The majority of respondents said they would use a bus at least some of the time if one were available.

- Most respondents did not know of people that had been hurt or killed on the tracks and most that had heard of the accidents and deaths did not have specific information

Comments from the November 9 Public Meeting

Similar comments regarding use were made at the November 9 public meeting. Major issues discussed included:

- Children playing on tracks

- Safety of underpasses

- Specific solutions such as barriers, buses, alarms, depressing the railroad, and hiring a crossing guard

(See **Appendix B** for a listing of all comments.)

PART 2: RAILROAD ISSUES

Information on the ROW

The Study Area is on the former B&M Fitchburg Division, now the MBTA's Fitchburg Line. There are four tracks between Sherman Street and the Alewife Brook Parkway Bridge. They are:

- Two main-line tracks
- Lead to East Yard and Watertown Branch
- Lead to North Yard and former Lexington Branch

Currently, train operations are as follows:

- Commuter (See **Illustration 2** for a current train schedule).
  -32 daily (16 each way)
  -5 morning and 5 evening peak period trains (peak period is from 6 am to 9 am and from 4 pm to 7 pm)
  -16 Saturday (8 each way)
  -14 Sunday and holidays (7 each way)

- Freight
  -Local 3 times per week (usually M-W-F)
  -Container train once a month (average)

- Speeds
  -60 MPH passenger, 40 MPH freight through Study Area on main line tracks
  -Yard speed (10 MPH) on lead to East Yard and Watertown Branch
  -There is a 55 MPH speed restriction on the main-line tracks between Walden Street and the Alewife Brook Parkway bridge.

- Track Geometry
  -Tangent (straight) in the Study Area
  -Ascending grade (incline) from the west in the Study Area

- Signals
  -West Cambridge: interlocking (the arrangements of signals and signal appliances are interconnected so that movements must succeed each other in proper sequence).
  -Sherman Street: grade crossing

Illustration 2
Train Schedule

MONDAY THROUGH FRIDAY

INBOUND		Train No.	404	408	410	412	454	456	418	420	422	424	466	468	472	434	476	438
READ DOWN	ZONE		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Dep: Fitchburg	9	O	5 45	6 30	6 55	7 15			10 29	11 24	1 05	3 05				7 05		10 30
North Leominster	9		5 52	6 37	7 02	7 22			10 36	11 31	1 14	3 12				7 12		10 37
Shirley	8		5 59	6 44	7 09	7 30			f10 43	f11 38	1 21	3 19				f7 19		f10 44
Ayer	8	O	6 04	6 49	7 14	7 36			f10 48	11 43	1 26	3 24				7 24		10 49
Littleton/Rte 495	7		6 15	7 00	7 25	7 47			10 59	11 54	f1 37	f3 35				f7 35		f11 00
South Acton	6		6 26	7 11	7 36	7 58	8 30	9 25	11 10	12 05	1 48	3 46	4 11	5 15	6 40	7 46	8 40	11 11
West Concord	5	O	6 31	7 16	7 41	8 03	8 35	9 30	11 15	12 10	1 53	3 51	4 16	5 20	6 45	7 51	8 45	11 16
Concord	5	O	6 35	7 20	7 45	8 07	8 39	9 34	11 19	12 14	1 57	3 55	4 20	5 24	6 49	7 55	8 49	11 20
Lincoln	4	O	6 41	7 26	7 52	8 13	8 45	9 40	f11 25	f12 20	2 03	4 01	4 26	5 30	6 55	8 01	8 55	11 26
Hastings	3		6 45	7 30		8 18	8 49	f9 44						f5 34				
Kendal Green	3		6 47	7 32		8 20	8 51	f9 46	f11 31		2 09	4 07	4 32	5 36	f7 01	f8 07	f9 01	f11 32
Brandeis/Roberts	2	O	6 50	7 35		8 24	8 54	9 49	11 34	12 28	2 12	4 10	4 35	5 39	7 04	8 10	9 04	11 35
Waltham	2		6 53	7 38	8 01	8 27	8 57	9 52	11 37	12 32	2 15	4 13	4 38	5 42	7 07	8 13	9 07	11 38
Waverley	1		6 58	7 43		8 32	9 02	f9 57	f11 42				f4 42	f5 47			f9 12	
Belmont	1		7 00	7 45		8 34	9 04	f9 59	f11 44	f12 37	f2 20	f4 18	f4 45	f5 49	f7 12		f9 14	
Porter Square	1B	Ⓣ	7 05	7 50	8 10	8 39	9 09	10 04	11 49	12 42	2 25	4 23	4 50	5 54	7 17	8 22	9 19	11 47
Arr: North Station		Ⓣ O	7 15	8 00	8 20	8 49	9 19	10 14	11 59	12 52	2 35	4 33	5 00	6 04	7 27	8 32	9 29	11 57

OUTBOUND		Train No.	453	455	417	419	421	423	465	467	429	431	471	433	475	437	439	401
READ DOWN	ZONE		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Dep: North Station		Ⓣ O	7 25	8 20	8 50	9 35	11 20	1 20	3 00	4 00	4 50	5 20	5 30	6 15	7 35	8 45	10 30	12 10
Porter Square	1B	Ⓣ	7 35	8 30	9 00	9 45	11 30	1 30	3 10	4 10	5 00	5 30	5 40	6 25	7 45	8 55	10 40	12 20
Belmont	1		f7 40	f8 35		f9 50		f1 35	f3 15	4 15	5 05		5 45	6 30	f7 50	f9 00	f10 45	f12 25
Waverley	1		f7 42	f8 37		f9 52			f3 17	4 17	5 07		5 47	6 32	f7 52	f9 02	f10 47	f12 27
Waltham	2		7 48	8 43	9 10	9 58	11 40	1 42	3 23	4 23	5 13	5 41	5 53	6 38	7 58	9 08	10 53	12 33
Brandeis/Roberts	2	O	f7 52	8 47		10 02	11 44	1 46	3 27	4 27	5 17		5 57	6 42	8 02	9 12	10 57	12 37
Kendal Green	3		7 55	f8 50		f10 05	f11 47	f1 49	f3 30	4 30	5 20		6 00	6 45	f8 05	f9 15	f11 00	f12 40
Hastings	3					f10 07	f11 49			4 32	f5 22		f6 02	f6 47				
Lincoln	4	O	f8 01	f8 56		f10 11	f11 53	f1 55	f3 36	4 37	5 26	5 51	6 07	6 52	f8 11	f9 21	f11 06	f12 46
Concord	5	O	f8 07	9 02	9 24	10 17	11 59	2 01	3 42	4 43	5 32	5 57	6 13	6 58	8 17	9 27	11 12	12 52
West Concord	5	O	f8 11	9 06		f10 21	12 03	2 05	3 46	4 47	5 36	6 01	6 17	7 02	8 21	9 31	f11 16	f12 56
South Acton	6		8 17	9 12	9 31	10 27	12 09	2 11	3 53	4 54	5 43	6 08	6 24	7 09	8 27	9 37	11 22	1 02
Littleton/Rte 495	7				9 42	10 38	f12 20	f2 22			5 54	6 19		7 20		9 48	f11 33	f1 13
Ayer	8	O			9 53	10 45	12 31	2 33			6 05	6 30		7 31		9 59	11 44	1 24
Shirley	8				9 58	10 50	12 36	2 38			6 10	6 35		7 36		10 04	f11 49	f1 29
North Leominster	9				10 05	11 01	12 43	2 45			6 17	6 42		7 43		10 11	11 56	1 36
Arr: Fitchburg	9	O			10 13	11 09	12 51	2 55			6 27	6 50		7 51		10 19	12 04	1 44

SYMBOLS f: Stops to discharge passengers on notice to conductor and to pick up passengers on platform visible to engineer. O: Ticket outlet is located at or near station
Ⓣ: Subway connection ♿: Wheelchair accessible Shaded portion denotes peak hour service

SATURDAY

INBOUND		Train No.	1402	1406	1408	1460	1410	1466	1412	1470
READ DOWN	ZONE		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Dep: Fitchburg	9	O	6 40	9 20	11 15		2 45		5 35	
North Leominster	9		6 47	9 27	11 22		2 52		5 42	
Shirley	8		f6 54	f9 34	f11 29		f2 59		f5 49	
Ayer	8	O	6 59	9 39	11 34		3 04		5 54	
Littleton/Rte. 495	7		7 10	9 50	11 45		3 15		6 05	
South Acton	6		7 21	10 01	11 56	2 25	3 26	5 35	6 16	8 55
West Concord	5	O	f7 26	f10 06	f12 01	f2 30	f3 31	f5 40	f6 21	f9 00
Concord	5	O	7 30	10 10	12 05	2 34	3 35	5 44	6 25	9 04
Lincoln	4	O	7 36	10 16	12 11	2 40	3 41	5 49	6 31	9 10
Kendal Green	3		f7 42	f10 22	f12 17	f2 46	f3 47	f5 56	f6 37	f9 16
Brandeis/Roberts	2	O	f7 45	f10 25	f12 20	f2 49	f3 50	f5 59	f6 40	f9 19
Waltham	2		7 48	10 28	12 23	2 52	3 53	6 02	6 43	9 22
Waverley	1		f7 53	f10 33	f12 28	f2 57	f3 58	f6 07	f6 48	f9 27
Belmont	1		f7 55	f10 35	f12 30	f2 59	f4 00	f6 09	f6 50	f9 29
Porter Square	1B	Ⓣ	8 00	10 40	12 35	3 04	4 05	6 14	6 55	9 34
Arr: North Station		Ⓣ O	8 11	10 51	12 46	3 15	4 16	6 25	7 06	9 45

OUTBOUND		Train No.	1405	1407	1459	1409	1463	1411	1469	1413
READ DOWN	ZONE		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Dep: North Station		Ⓣ O	8 30	11 20	1 20	3 30	4 30	5 30	7 30	11 00
Porter Square	1B	Ⓣ	8 40	11 30	1 30	3 40	4 40	5 40	7 40	11 10
Belmont	1		f8 45	f11 35	f1 35	f3 45	f4 45	f5 45	f7 45	f11 15
Waverley	1		f8 47	f11 37	f1 37	f3 47	f4 47	f5 47	f7 47	f11 17
Waltham	2		8 52	11 42	1 42	3 52	4 52	5 52	7 52	11 22
Brandeis/Roberts	2	O	f8 56	f11 46	f1 46	f3 56	f4 56	f5 56	f7 56	f11 26
Kendal Green	3		f8 59	f11 49	f1 49	f3 59	f4 59	f5 59	f7 59	f11 29
Lincoln	4	O	9 05	11 55	1 55	4 05	5 05	6 05	8 05	11 35
Concord	5	O	9 11	12 01	2 01	4 11	5 11	6 11	8 11	11 41
West Concord	5	O	f9 15	f12 05	f2 05	f4 15	f5 15	f6 15	f8 15	f11 45
South Acton	6		9 22	12 12	2 12	4 22	5 22	6 22	8 22	11 52
Littleton/Rte. 495	7		9 33	12 23		4 33		6 33		12 03
Ayer	8	O	9 44	12 34		4 44		6 44		12 14
Shirley	8		f9 49	f12 39		f4 49		f6 49		f12 19
North Leominster	9		9 56	12 46		4 56		6 56		12 26
Fitchburg	9	O	10 04	12 54		5 06		7 04		12 34

These trains stop at Silver Hill (Zone 3):
408 - 7 28 am, 412 - 8 15 am
471 - 6 05 pm, 433 - 6 50 pm, 475 - 8 08 pm

INBOUND		Train No.	2402	2454	2404	2406	2458	2408	2462
READ DOWN	ZONE		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Dep: Fitchburg	9		7 50		11 30	2 15		5 25	
North Leominster	9		f7 57		f11 37	f2 24		f5 32	
Shirley	8		f8 04		f11 44	f2 31		f5 39	
Ayer	8		8 09		11 49	2 36		5 44	
Littleton/Rte. 495	7		f8 20		f12 00	f2 47		f5 55	
South Acton	6		8 31	10 35	12 11	2 58	4 20	6 06	8 35
West Concord	5	O	f8 36	f10 40	f12 16	f3 03	f4 25	f6 11	f8 40
Concord	5	O	8 40	10 44	12 20	3 07	4 29	6 15	8 44
Lincoln	4	O	8 46	10 50	12 26	3 13	4 35	6 21	8 50
Kendal Green	3		f8 52	f10 56	f12 32	f3 19	f4 41	f6 27	f8 56
Brandeis/Roberts	2	O	f8 55	f10 59	f12 35	f3 22	f4 44	f6 30	f8 59
Waltham	2		8 58	11 02	12 38	3 25	4 47	6 33	9 02
Waverley	1		f9 03	f11 07	f12 43	f3 30	f4 52	f6 38	f9 07
Belmont	1		f9 05	f11 09	f12 45	f3 32	f4 54	f6 40	f9 09
Porter Square	1B	Ⓣ	9 10	11 14	12 50	3 37	4 59	6 45	9 14
Arr: North Station		Ⓣ O	9 20	11 25	1 01	3 48	5 10	6 56	9 25

OUTBOUND		Train No.	2453	2403	2457	2405	2461	2407	2409
READ DOWN	ZONE		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Dep: North Station		Ⓣ O	9 30	12 00	3 00	5 30	7 30	9 35	11 00
Porter Square	1B	Ⓣ	9 40	12 10	3 10	5 40	7 40	9 45	11 10
Belmont	1		f9 45	f12 15	f3 15	f5 45	f7 45	f9 50	f11 15
Waverley	1		f9 47	f12 17	f3 17	f5 47	f7 47	f9 52	f11 17
Waltham	2		9 52	12 22	3 22	5 52	7 52	9 57	11 22
Brandeis/Roberts	2	O	9 56	12 26	3 26	5 56	7 56	10 01	f11 26
Kendal Green	3		f9 59	f12 29	f3 29	f5 59	f7 59	f10 04	f11 29
Lincoln	4	O	10 05	12 35	3 35	6 05	8 05	10 10	11 35
Concord	5	O	10 11	12 41	3 41	6 11	8 11	10 16	11 41
West Concord	5	O	f10 15	f12 45	f3 45	f6 15	f8 15	f10 20	f11 45
South Acton	6		10 22	12 52	3 52	6 22	8 22	10 27	11 52
Littleton/Rte. 495	7			f1 03		f6 33		f10 38	f12 03
Ayer	8			1 14		6 44		10 49	12 14
Shirley	8			f1 19		f6 49		f10 54	f12 19
North Leominster	9			1 26		6 56		11 01	12 26
Fitchburg	9			1 34		7 04		11 09	12 34

HOLIDAYS

REGULAR SERVICE
Martin Luther King Day
Patriots' Day
Bunker Hill Day • Columbus Day
Veterans' Day

SATURDAY SERVICE
Presidents' Day
Independence Day

SUNDAY SERVICE
Memorial Day
Labor Day • Thanksgiving Day

NO SERVICE
Christmas Day • New Year's Day

Accidents within the ROW

Amtrak's chronological record of delays and unusual occurrences and the Cambridge Police Department records indicate two fatalities since 1987:

- 11/19/87 - behind 364 Rindge Avenue
- 3/11/93 - west of Sherman Street grade crossing

In addition, the Cambridge Police Department has record of an accident in Porter Square resulting in "multiple injuries".

Information on previous accidents and fatalities and more detailed information on the fatalities noted above was not available from Amtrak, the MBTA or the City. Articles in the Cambridge Chronicle Certificates of Death included the following information:

- Michael Doiron was struck and killed by a train behind Jefferson Housing in 1973. He was 13 years old.

- Michael Rafferty was struck and killed in July of 1973, near the project area. He was 11 years old.

- Russell Bothelho was struck by a train in 1974. The article (written in 1977) does not state that he was killed. He is described as a "youth".

- Marylynn Ryley was killed between 2 crossing trains in June, 1977 as she crossed the tracks on her way to work at "Deli Delight" in the shopping plaza. She was 35 years old.

- David Burrell, a 27 year old man from Burlington, was killed by a commuter train between Fresh pond Apartments and the Fresh Pond Shopping Center while crossing the tracks with friends on May 1, 1984.

- Charles Zabitis, a 67 year old man who lived at 402 Rindge Ave., was killed by a commuter train on November 19, 1987. He had entered the ROW through a whole in the fence at the Fresh Pond Shopping Center. He was described as having difficulty hearing and seeing.

- Elizabeth Richer, a 45 year old woman who resided at Fresh pond Apartments, was killed by a commuter train at 12:30 PM on March 11, 1993. She was either coming from or going to the Fresh Pond Mall. (A photo in the Chronicle shows that the area was snow covered).

(See **Appendix C** for copies of police reports, death certificates and newspaper articles).

Safety Criteria Used in New England ROW's and Other Parts of the Country

The primary direction in railroad safety is to separate the train traffic from pedestrians (and automobiles). Criteria and methods generally used include:

- Restricting access to the Railroad ROW by constructing barriers and fencing

- Designing at-grade crossings in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) (*Note that a grade-crossing initiative by a former Federal Railroad Administration Administrator called for elimination of redundant grade crossings (approximately 25% of the nation's grade crossings),* and recommended grade separations and improved warning systems.

- Instituting public education programs such as Operation Lifesaver. (See **ALTERNATIVES ANALYSIS - Institute Safety Programs** and **Appendix F** for information on Operation Lifesaver).

Regulations and Guidelines for Track Crossings

- At-grade crossings require railroad, County and Department of Public Utilities' approval. Design must be in accordance with state and federal design standards, particularly the MUTCD.

- Overhead crossings, which include pedestrian bridges, must meet design standards for the particular type of structure (e.g., AASHTO for a bridge), as well as the requirements of the railroad (including design and construction standards and vertical and horizontal clearances). Project (and design) approval must be obtained from the railroad and PUC.

- Undergrade crossings must meet the requirements of the railroad, which include vertical and horizontal clearances and loading of the trains. Project (and design) approval must be obtained from the railroad.

Similar Conditions in Massachusetts

Information was gathered from the Railroad Safety Task Force, the railroads and legal decisions. (For a summary of legal decisions in Massachusetts see **Appendix D**).

Four specific locations where similar problems have existed in Massachusetts include:

- **Belmont High School**: The railroad ROW (on the Fitchburg line) is frequently crossed for access to the Belmont High School from residential areas on the opposite side of the tracks. The fence is continually cut in this location. In 1982 a fourteen year old student was hit by a commuter train while crossing the tracks on his way to school. The Town of Belmont asked the MBTA to design an underpass at this location (the tracks are elevated on an embankment). The underpass was designed by the B&M (the operator of the commuter services for the MBTA), but was not constructed due to lack of funds.

- **Tufts University**: As part of a building expansion project, Tuft's University hired a consultant to study and provide preliminary designs for a pedestrian bridge which would connect the new science complex with the student parking lot. A walkway system connecting the pedestrian bridge with the lot and science building was also designed . The pedestrian bridge was not built due to a lack of funds. Access to the parking lot and new science building was made available over an existing highway bridge.

- **Joseph Pine School in Lowell**: In the 1980's the school served kindergarten through junior high school students. Children and teens accessed the ROW and crossed the tracks or "played" in the ROW through a fence in disrepair. An eleven year old had his arm severed in 1981 when he tripped and fell into a train while walking parallel to the moving train. A school representative stated that since that time the fence has been repaired, the school now serves kindergarten through fourth grade and the children are bussed. She did not think the tracks were still being crossed. To her knowledge, they have not had any safety programs in the school.

- **City of Westfield - Whitney Playground**: A shortcut over a trestle bridge and freight train tracks which serves as a neighborhood connector and a connection to a park, popular with teenagers, is frequently used by teenagers and adults (according to the description in a legal decision). There is a public bridge over the Westfield River and the tracks approximately 500 feet from the shortcut. In 1981 a sixteen year old and an eighteen year old were struck and killed by a freight train after leaving the city park. There have not been safety improvements made (according to a City of Westfield Law Department representative) because it is not City property.

Solutions Used in Other Locations

The following railroads were contacted and asked how they deal with pedestrian safety:

- Providence and Worcester Railroad
  Richard Fisher - Director of Rules and Regulations

- Conrail (Consolidated Rail Corp, based in Philadelphia, PA)
  Ron Goble - Assistant Director of Safety

- Metro-North Commuter Railroad Company, New York, NY
  Jim Griffin

- Commuter Rail Board (Metra), Chicago, IL
  Don Ward - Manager of Safety

- Conn DOT, Hartford CT
  David Chase - Rail Operations

- Greater Cleveland Regional Transit Authority
  Tom Rabe - Safety Department

In summary, the railroads have responded with safety programs, fencing or planting, signage, and blowing horns at grade crossings. Existing grade crossings are primarily street crossings or at stations. There has been much work done in recent years to up-grade warning systems at grade crossings. Some of the railroads have overpasses and/or underpasses. There was some concern regarding objects thrown at trains from overpasses.

Safety programs were noted by most railroads as the most effective deterrent to railroad related accidents. Operation Life Saver (OLS) was noted by a number of the railroads as an effective safety program. OLS is a nationwide non-profit program which trains representatives to give safety training. The safety programs are most frequently given through the schools and educational tools are age appropriate. In addition to school programs, Metro-North Commuter Railroad Company provided OLS with use of a locomotive for a weekend to stop at towns and give safety talks at stations along the route. They also have open houses and set up safety booths to familiarize the public with grade-crossings.

For more detailed notes on conversations with the above noted railroads, see **Appendix E.**

PART 3: ALTERNATIVES ANALYSIS

The alternatives which follow were identified by:

- the Railroad Safety Task Force
- the City of Cambridge
- the North Cambridge Stabilization Committee
- attendants at the November 9,1993 Public Meeting

The alternatives are listed in order from least expensive to most expensive. Alternatives in the first group investigate potential "short-term" solutions such as means of informing the public about railroad safety issues (the majority of respondents to the community survey were not aware of the accidents or deaths that have occurred) or improving warning systems.

Alternatives in the second group of alternatives have been combined in packages as some "alternatives" are not potential solutions to the problem of safety unless they are combined with other "alternatives". The packages of solutions are "long-term" and address the need to separate trains and people and to provide for the community's need to have a legal, reasonable means of access to facilities such as schools, parks and shopping plazas . The R.O.W. is currently being used for this purpose.

GROUP I ALTERNATIVES

Institute Safety Programs

Cost: Operation Lifesaver presenters course costs $20.00 per person - course is to train representatives (school teachers etc.) to give free presentations to community members

Safety programs have been noted by the various railroads contacted (see Data Collection) as one of the most effective deterrents to railroad accidents. Operation Lifesaver is a nation-wide public education program that trains representatives to give safety training on railroad related issues. The program's four areas of concentration are public education about the hazards of grade crossings (presentations are age appropriate), enforcement of grade crossing laws, public awareness of the programs that install and maintain grade crossings, and regular evaluations of the program. Although the program is geared towards combined vehicular and pedestrian crossings, the program's general safety information can help to raise public consciousness.

Operation Lifesaver tries to work with school systems and could train teachers or representatives from the Fitzgerald School, Fresh Pond Apartments Housing, Jefferson Park Housing, Walden Square Apartments, Gately Shelter and local churches and religious organizations.

Presenter's courses are offered in Boston. Attendants must agree to conduct at least four presentations during the year in which they attend the course.

(See **Appendix F** for additional information on Operation Lifesaver).

Project Safeguard is an educational program at Merrimack High School in Merrimack, New Hampshire, which was set up to bring parents and students together for a "family based education program". It has been very successful as a means for students and parents to discuss a variety of issues (some of them public safety issues). If such programs exist at the Fitzgerald School or the housing developments (none known), railroad safety could be incorporated as one of the topics. If there is interest in developing such a program, the Merrimack program has served as a model for several school systems.

Safety programs are supported by the railroads (as well as cities and community organizations). They have been shown to be effective in reducing accidents, are inexpensive and could easily be initiated in North Cambridge as one short-term safety improvement.

Improving Signage

Cost: $25,000 (ten signs)

The Federal Railroad Administration (FRA) was recently involved in two passive sign programs which involved the installation of more conspicuous signs at grade crossings. The first installation was at rural crossings in Kansas; the second at 3,500 crossings in Ohio. Signage has been effective in reducing accidents in other locations.

Signage along the project area could be another means of raising consciousness about ROW safety issues. The MBTA is currently working with Operation Lifesaver in developing a sign system emphasizing railroad safety which is graphically more conspicious than the existing standard signs. Signs installed along the ROW could inform residents of raiLroad safety issues in addition to the "no trespassing" message. Although signage alone will not stop pedestrian crossings, along with an alternative means of reaching destinations, it can discourage crossing and increase public awareness of railroad safety issues. Signs will probably be most effective immediately following installation.

Signage needs to be conspicuous and vandal resistant. The current fencing is not high enough for mounting signs out of the easy reach of vandals. New fencing would need to be installed; alternatively signs could be pole mounted.

Because the MBTA is not opposed to this alternative, it could be one of the short-term safety improvements.

Increasing Visibility

Cost: Clear shrubbery: $5,000 - $10,000.
New groundcover planting: $20,000 - $30,000

Existing shrubbery along the ROW, outside of the fences, hides the view of pedestrians from train operators. The operator of one of the train trips taken by the Railroad Safety Task Force noted that he was frequently surprised by pedestrians that appear out of the shrubbery. He felt that clearing shrubs at the fence would allow him to see someone in the area of the ROW and give sufficient warning by blowing the whistle.

As the shrubbery is located outside of the ROW, the decision to clear shrubbery would need to be made by the property owners. Adjacent to Fresh pond Apartments (where the train operator made his observation), the berm and plantings on the housing side help to buffer the ROW. High plantings next to the ROW could be cleared and the slopes re-planted with low ground covers.

Because the MBTA is not opposed to this alternative, it could be one of the short-term safety improvements.

Slowing Trains

Cost: The MBTA maintains that there would be some loss of ridership and there would be resignaling costs east and west of the project area.

Community residents expressed strongly that they would like to see the trains move more slowly through the project area. The project area currently has a speed restriction for commuter trains of 55 m.p.h. An initial meeting with the MBTA, and a review of speed restrictions and reasons for restrictions for this line, identified track geometry, stations, at-grade crossings and train operations as the reasons for speed restrictions. Slowing the trains through the project area would require MBTA approval. The MBTA does not restrict speed for unauthorized use of the R.O.W. because of liability issues as previously discussed. In addition, the MBTA maintains that loss of time adversely affects ridership.

Layover times at North Station range from 10 - 30 minutes on this line. Layover times include the time it takes to unload and load passengers, change crews, perform brake tests, and reverse trains. Layover times are "tight" and would not accommodate a reduction in speed. Any overall speed reduction would require the rescheduling of many north side trains and resignaling east and west of the project area.

There are locations along the Fitchburg Line where track geometry is given as the reason for speed restrictions. The MBTA does make improvements to track geometry to reduce travel time. Although it may be possible to make

improvements elsewhere along the line to improve travel times, the MBTA would still oppose speed reductions through this area for unauthorized use.

Train speed and stopping distance required:

Minimum stopping distances for 250 foot long commuter trains are as follows: a train traveling at 55 mph can stop in approximately 3,500 feet; the same train traveling at 30 mph can stop in 2,000 feet, and traveling at 10 mph the train can stop in 250 feet. However, minimum stopping distances for trains are given for ideal situations and do not account for reaction time, track conditions or the possibility that a pedestrian might not be seen by a train engineer. Therefore, it is difficult to predict if slower train speeds would result in avoidance of an accident. It is clear that an engineer traveling at 55 mph who sees a pedestrian on the tracks by Fresh pond Apartments or Jefferson Park from 1,500 feet west of Alewife Brook Parkway Bridge (where the tracks curve) cannot stop the train in time to avoid hitting the pedestrian; at 30 mph, the engineer can only stop in time if he sees the pedestrian, brakes immediately and if track conditions are ideal. At 10 mph, the train can be stopped before hitting the pedestrian (again, only if the engineer sees the pedestrian and brakes immediately).

Train speed and pedestrian crossing time required:

If an engineer of a train traveling at 55 mph sees someone on the tracks from 1,000 feet away and sounds a warning, the person will have 12 seconds to get out of the way. A fully mobile and attentive adult can clear the tracks in this amount of time. However, in trying to avoid the oncoming train, the person might move into the path of a train coming in the opposite direction. Furthermore, many factors may reduce the ability of a person to get out of the way in time:

- The age, mobility, health, vision, hearing, etc. of the person
- The person's clothing might obscure him/her from the train operators sight
- Weather conditions may limit visibility
- The time of day: since these trains run east-west, the inbound morning trains and the outbound evening trains run directly into the sun, making it more difficult for the engineer to see a person on the tracks; people in dark clothing are difficult to see at night
- Someone carrying bundles or pushing a carriage or bike crosses more slowly and has a greater chance of being struck
- Someone who trips while crossing may fall into the path of a train

Decreasing the speed to 30 mph would seem to give pedestrians nearly twice as much time to get out of the way. However, it is difficult to predict if slower speeds would lead to pedestrians trying to cross in front of the train when it is closer. There have been some articles written for railroad trade magazines that suggest that slower trains encourage vehicles to try to "beat the train" at vehicular grade crossings. The possibility of a similar response by pedestrians should be considered (there are no known studies on the effects of train speed on pedestrian crossings).

In summary, it is difficult to predict if slower speeds would result in fewer accidents. There may be a perception that it is safer to cross the ROW, which might result in pedestrians crossing in front of closer trains. There is also some concern that at slow speed, young people may try to "hop the trains".

Given the railroads' strong opposition to a decrease in speed, slowing the trains is not a feasible "short-term" solution. Long-term solutions focus on separating people from trains and providing reasonable, safe and legal means for pedestrians to reach their destinations.

Providing Warning Systems - Improving Audio and Visual Warning Devices

Cost: Audio and visual devices which are installed as a result of the Amtrak Authorization and Development Act will be installed system-wide and the costs (dependent on the required improvments) will be absorbed by the railroads.

Noise Barrier Walls (Entire Project Area) $3,300,000.

Audio Devices

Existing Federal regulations, 49 CFE 229.129, require that the lead locomotive be equipped with an audible warning device that produces a minimum sound level of 96 db(A) at 100 feet in the direction of its travel. A maximum is not established. Train whistles and horns are excluded from regulation from the Environmental Protection Agency because they are safety and warning devices.

Whistles and horns are frequently banned by municipalities because they upset the tranquility of neighborhoods. However, they have been shown to considerably affect the safety of railroad crossings. In 1991, the FRA pre-empted local whistle bans along the east coast of Florida (the night-time whistle bans had resulted in an increase in accidents by 200% since the ban in 1984). In 1992, the accident rate returned to pre-ban years. Similar ban preemptions have been taken by Conrail in Indiana and by CSX Transportation in Michigan, both resulting in significant decreases in accidents far exceeding the national decrease resulting from safety improvements at grade crossings.

The design of train whistles has remained relatively unchanged for many years. They have from one to seven horns (the greater the number of horns, the greater the chance of being heard over ambient noise). Low frequency horns allow the sound to be carried over long distances and higher frequency horns are for close range. As some people cannot hear high frequencies and others cannot hear low frequencies, whistles combine both. Combinations of horns give train whistles their distinctive sound. The FRA requires a certain horn volume from required distances. Horn manufacturers contacted currently are not developing horns with more directed sound.

Commuter trains in the project area have recently started consistently sounding their whistles (January 1994). A resident at the November 9, 1993 community meeting, and subsequently another resident at a meeting of the North Cambridge Stabilization Committee, complained of whistles late in the evening. The commuter trains operate in the project area from 7 am to 12:30 am. Whistles are disruptive to some residents along the ROW, but are important as a warning device (at least until use of the ROW by pedestrians is alleviated by other means). Restricting the times that whistles are regularly blown (except when there is someone on the tracks) may help alleviate some disturbance (perhaps trains should stop sounding whistles at 10 or 11 pm).

Noise barriers are another means of shielding residents from train whistles. Barriers are walls constructed of concrete, wood or plastics. However, to be effective, they need to be higher than the source of the noise, which in this case is 16' - 18' (whistles are located on top of the locomotive). Planting, although effective as a visual barrier, is not an effective noise barrier.

Visual Devices

The Amtrak Authorization and Development Act, which passed into law in the Fall of 1992, included an amendment to the Federal Railroad Safety Act of 1970 requiring a review of rules with respect to increasing locomotive conspicuity. Regulations are to be issued by mid-1995 (current status is "pending regulatory approval"). Options to be considered are:

- revisions to locomotive headlight standards including standards for placement and intensity
- requiring use of reflective materials to enhance locomotive conspicuity
- requiring use of additional alerting lights (including ditch, crossing, strobe, and oscillating lights)
- requiring use of auxiliary lights to enhance locomotive conspicuity when viewed from the side
- the effect of enhanced conspicuity measures on the vision, health, and safety of crew members

- separate standards for self-propelled, push-pull and multi-unit passenger operations without a dedicated head-end locomotive

The above listed improvements in locomotive conspicuity will be tools for the railroads to use. Trains could also be made more easily visible by creating a greater contrast with their surroundings. Changing the color of locomotive and head passenger cars to have a greater contrast with surroundings may not be feasible as all B&M trains would need to be painted. However, changes to the trains' background should be considered. For example, the color of ROW fences can be chosen to better contrast with trains. Substantial, regularly placed vertical elements such as telephone poles could help pedestrians notice the train's movement and speed. Elements would need to be placed outside of the ROW which would make them the responsibility of the City.

<u>Warning Systems - for Pedestrians</u>

Cost: MBTA installed systems - $150,000 - $250,000
maintenance - $10,000 per year

The MBTA and Commuter Railroads contacted (see **Part 1**) currently do not install warning systems for pedestrians only, do not build at-grade crossings for pedestrians only (road crossings frequently have sidewalks), and do not permit pedestrians into the R.O.W. The MBTA is currently looking at warning systems for pedestrians at stations on the Old Colony Line. However, these systems are not intended to allow pedestrians to cross in areas of high speed operations. They are intended only to warn passengers of arriving and departing trains. They will be located at recognized station crossing areas at passenger platforms.

Warning systems are installed only at recognized, legal grade crossings (for commuter lines, roads) and station platforms. They consist of crossing gates, bells and flashing lights. Some crossings have gates for both vehicles and pedestrians. Newer systems are designed to give a constant warning time for any train speed. This reduces the amount of time that the gates are down for slow moving trains and has been shown to decrease the number of people who become impatient and cross around the gates.

Although there is funding available for grade crossing safety improvements, the crossings must be legal, recognized crossings. The MBTA will not install warning systems for the heavily used crossings between Fresh pond Apartments and Fresh Pond Shopping Plaza, Jefferson Park and Danehy Park, or Richdale Avenue and the Fitzgerald School. Warning systems for illegal pedestrian crossings may pose liability issues for the MBTA as they could be interpreted as sanctioning the use of the R.O.W. Similarly, if the City were to install a warning system outside of the R.O.W. it too would increase its liability. There is an existing warning system which is heard approximately 20 seconds before an eastbound train passes the crossing at Jefferson Park and

Fresh Pond Apartments and 50 seconds before an eastbound train passes the crossing at the Fitzgerald School. The warning system is heard 45 seconds before a westbound train passes the crossing at the Fitzgerald School and 105 seconds before a westbound train passes the crossing at Jefferson Park and Fresh Pond Apartments. *The warning system is for the Sherman Street crossing and is more easaily heard at the Fitzgerald School crossing than the crossings at Fresh Pond Apartments and Jefferson Park.* Assuming the warning is heard, thirty-five seconds is enough time for a mobile adult to cross the tracks. However, a young child who stumbles with a bike, or is not paying attention and does not hear the warning, may not clear the tracks in time or may put himself into the path of a train coming from the opposite direction.

GROUP II ALTERNATIVES

Providing Barriers and Increasing Public and Other Transportation Options

Total Cost: Side fences, 1 shuttle, 1 school bus - 1.2 million first year, School bus and shuttle are $150,000 - $180,000 annually.

Installing Barriers (Fences, Walls, Plantings)

Fencing

Cost: Installed costs are approximately $80-$110 per linear foot for 8' high fences or $105 - $125 for a 10' high fence.

Total for project: 1 center fence (5,500 LF) at $95/linear foot - $522,500 (the cost of a center fence will increase if track relocation is necessary); 2 side fences - $1,045,000.

There are vandal resistant, durable fences which form effective barriers and are designed to prevent cutting, climbing or other means of passing. The fences are steel and are designed with vertical posts only (except for a top and bottom rail), with no place for footholds; or as steel grids, without openings large enough for footholds. Barriers would need to extend from several feet west of the Alewife Brook Parkway Bridge to Sherman Street, and from Sherman Street to Walden Street. A fence located between the tracks would prevent crossing but would not stop pedestrians from walking alongside trains in the ROW. Fences located on the outside of tracks would require gates at feeder lines (which pose maintenance and operations problems for the railroads). The location of fences would need to be carefully considered in the design process.

For examples of fences see **Appendix G.**

Walls

Cost: Installed cost for a free standing eight foot high concrete wall is approximately $150 per linear foot.

Total for project: 1 center wall (5,500 LF) - $825,000; 2 side walls - $1,650,000.

Barriers may work as part of a solution if there are other reasonable means for residents to reach their destinations. Concrete walls can be considered in place of steel fences and generally follow the same alignment as fences.

Plantings

Although plantings form an effective barrier in some locations, pedestrian "desire lines" are so strong here that residents may remove or cut down plantings that stop them from reaching their destinations. Additionally, plantings hide the view of residents about to cross the tracks from train engineers, creating more danger by not allowing the operator to see pedestrians in time to sound the whistle.

Increased Public Transportation

Cost: no initial cost; bus fare costs for residents (currently .60 in each direction)

When the Alewife Brook Parkway Bridge is completed in the Fall of 1994, a new ramp from the parking lot at Fresh Pond Apartments and a new sidewalk (part of the design) will better serve some of the residents of Fresh pond Apartments. In addition, the construction of the new bridge will allow buses to once again use the bridge, making an extension of the #83 bus route possible from a physical design standpoint.

The MBTA #78 bus used to stop at the Fresh Pond Shopping Plaza but buses currently use Concord Ave. and Blanchard Road because of the weight restrictions on the Alewife Brook Parkway Bridge. When the new bridge is completed, it will be safe for the #83 bus to be extended to the Fresh Pond Plaza (and perhaps Danehy Park and Walden Square). The City of Cambridge would need to discuss this issue with the MBTA (an initial meeting with the MBTA indicates that they are very open to this idea). The bus runs every 15 minutes from 7 am to 9 am and from 2 pm to 6:30 pm, and every 30 minutes from 9 am to 2 pm and from 6:30 pm until 12:40 am (which is probably frequent enough to meet the needs of residents going to Fresh Pond Shopping Plaza).

At a Railroad Safety Task Force meeting, some concern was voiced regarding residents' inability to afford the cost of daily bus rides. There are no known MBTA subsidy programs and this was not brought up at the meeting with the MBTA. It should be discussed with businesses at the Fresh Pond Plaza as well as with the MBTA.

Operating School Buses

Cost: School buses - one additional at $30,000 per year

The City of Cambridge currently buses kindergarten through third grade to the Fitzgerald School. Two buses are operated: one for Rindge Avenue and one for Walden Square, at a cost to the City of $60,000 per year. There are currently 65 children from Walden Square, Richdale Avenue and Lincoln Way that attend the Fitzgerald School. One additional bus would be needed to bus all school children from Walden Square and Richdale Avenue to the Fitzgerald School. Although busing children would certainly cut down on the volume of children crossing the tracks (particularly in the morning), it would not alleviate the problem of people crossing to catch a bus on Rindge, to go to or return from work, or to use the teen center or recreational facilities. Other than the morning school use, the school's summer program and the teen center's evening program, the crossings here are at scattered times throughout the day and evening.

Busing, although a way of improving safety by reducing the volume of crossings that occur, is not a complete solution in itself, and as a long-term solution will be very costly to the City. The School Committee and Superintendent make final decisions with regards to busing.

Operating Shuttle Buses

Cost: $120,000 - $150,000 per year (assuming 7 day, 12 hours per day service)

The City of Cambridge has participated in planning (but not in funding) shuttle services for a number of new developments. One such service is a shuttle funded by New England Development for the Galleria in East Cambridge. The service consists of a bus (two at peak hour) every fifteen minutes that connecting MBTA stations at Lechmere and Kendall Square to the Galleria. The service is free to riders, has been a great success, and transported 650,000 passengers last year.

If a shuttle service is part of the solution, buses would need to run a minimum of every twenty minutes for this to be a reasonable mode of transportation. A service which includes stops at Porter Square and Alewife MBTA stations, as well as the common community destinations identified in this report, may interest shopping plaza businesses. Their potential willingness to participate in funding is unknown at this time.

Providing Linear Paths, R.O.W. Crossings, Barriers and Increasing Other Means of Transportation

Total Cost: Side fences, 1 shuttle, 4,000 LF of path, two crossings - 3.5 million first year.
Shuttle is $120,000 - $150,000 annually.

Installing Barriers

See previous discussion of barriers.

Increasing Other Means of Transportation

As less mobile people will find bridges and underpasses more difficult to use, another means of transportation will need to be provided. See previous discussion of increasing public transportation or providing shuttles.

Developing Linear Paths Running Parallel to the ROW

Cost: For 4,000 LF (one side, entire project area with planting but no additional fencing) - $350,000 - $500,000

As stated in the data collection section of this report, the ROW is used as a neighborhood connector by people walking parallel to the ROW as well as crossing it. Linear paths which parallel the ROW, combined with crossings, could serve this same function. Paths could function as combination pedestrian ways and bike paths. There is currently funding ($1.5 million) for a bike path from the Minuteman Bike Path to the Charles River. A feasibility study for the location of the path is underway. A path in this location may serve both projects. The section of path included in this study may be included as part of a transportation route connecting to Porter Square, and Alewife, which could take advantage of future funding opportunities.

West of Sherman Street, there appears to be enough space within the ROW for the trains and for a pedestrian path (approximately 9' wide). Additional path width or plantings would probably need to be on adjacent property. There does not appear to be enough space for paths on both the Shopping Plaza/Danehy Park side and the Jefferson Park/Fresh Pond Apartments side (without track relocations). An initial review by the MBTA indicates that there is probably not space for a path east of Sherman Street within the ROW (without track modifications). Further coordination between the MBTA and the City will be useful in making final determinations.

(See **Appendix H** for sections illustrating a path west of Sherman Street).

The possibility of a path connection to Porter should be considered in the reconstruction of the Walden Street bridge.

To build a path within the ROW, the City might need to obtain an easement or lease the land from the MBTA. Designs would need to be approved by the MBTA. An initial meeting with the MBTA indicated that they are open to this alternative. If a path is part of a preferred solution, a meeting with the MBTA to better understand constraints and opportunities for paths is recommended. A schematic plan would need to be developed for more serious consideration.

Providing At-grade Crossing

Cost: Vehicular/pedestrian crossings and warning sytems - $250,000

Currently, there is a Federal Railroad Administration initiative to reduce the number of "redundant" grade crossings by 25% nationally. Safety at grade crossings has always been an issue for the railroads and they have responded with improved warning systems at existing crossings and a general policy to decrease the number of grade crossings.

At the initial meeting with the MBTA, they expressed opposition to this possible solution. Our research of other commuter rail lines indicates that at-grade pedestrian crossings (except at stations) have not been a solution to similar problems in other locations. The pedestrian crossings over the Conrail Grand Junction Connector line at MIT and Fort Washington in Cambridgeport cross a line where a maximum of two trains per day travel at under ten miles per hour. In addition, the City has an agreement with Conrail through which they have assumed liability for the Fort Washimgton Crossing. Because of the MBTA's firm opposition to this solution and the fact that even recognized at-grade crossings (particularly in this area where there are children who presently ignore the warning systems at Sherman Street) pose public safety problems, a pedestrian at-grade crossing may not be a viable solution.

A pedestrian crossing combined with a vehicular crossing (also opposed by the MBTA) was considered at Yerxa Road where there is a road which is dead-ended at the railroad. (See **Appendix H** - Yerxa Scheme 1). If connecting Yerxa Road and Richdale Avenue is consistent with the City's plans for this area, an at-grade crossing could be considered here (although it may not be approved by Public Utilities because of MBTA opposition). Introducing a road and vehicular traffic is also likely to be opposed by some community residents. Again, because of the number of young children in the area who may ignore warning systems, the crossing may not alleviate the safety problem in this location.

In general, solutions which physically separate people and trains are the safest solutions.

Providing Pedestrian Bridges

Costs: A pedestrian bridge will cost approximately $700,000 - $1,200,000 depending on design and materials and whether elevators or escalators are included. Exterior elevators cost approximately $70,000 - $100,000 each (two would be required for each bridge). Glass backed elevators designed for areas where there are security issues should be considered. Exterior elevators require approximately $400/month in repairs (generally done by the elevator supplier). In addition, there would be general maintenance cleaning costs (ideally, this would be done daily).

Exterior escalators cost approximately $250,000. They require approximately $1,000 per month in repair costs as well as general cleaning and maintenance. Exterior escalators are installed by the MBTA at train stations.

Pedestrian bridges were the most popular answer to possible solutions for this problem noted by Fresh Pond Apartments residents on the neighborhood survey. As was indicated in the Data Collection section of this study, residents may not realize the required height of such a structure; this may have impacted their answers. There are a number of elderly or less mobile people crossing the tracks who may find navigating a pedestrian bridge very difficult. Possible solutions to this problem are: 1) build a bridge with an elevator (there are maintenance and possibly security issues associated with this); or 2) offer an alternative means for people to reach their destinations (the MBTA #83 bus or shuttles are two possibilities).

There are several different ways of designing pedestrian bridges (with or without elevators) which should be examined if this is the direction taken. Bridges must be designed with an accessible ramp (approximately 350' long on each side) or an elevator for persons with disabilities. Stairs may be incorporated into the design as well so that people who can use stairs have a more direct route. Covered bridges, so that pedestrians are partially sheltered and snow removal is less of a problem, should be considered. Most pedestrian bridges will require some modifications to the sites where they touch down. For the purpose of this study, bridge schemes have been shown with switch-back accessible ramps and stairs.

(See **Appendix I** for examples of other styles of constructed pedestrian bridges). These have been included to show a variety of design styles (a number of these bridges do not conform to current accessibility standards).

Bridges would be most effective if paired with a linear path paralleling the ROW so that a larger group of people could use them to reach their destinations. The following pedestrian bridge location schemes are illustrated in Appendix G. The alternative locations are listed in geographic order from west to east.

Between Alewife Brook Parkway and Sherman Street there are two popular crossing points; one between Fresh pond Apartments and the shopping plaza and one between Jefferson Park and Danehy Park. Fresh Pond Apartments/Jefferson Park Scheme 1 shows a double bridge location option; Schemes 2, 3, and 4 show single location options to bring pedestrians to these destinations.

The following chart outlines the pros and cons of each location option between Alewife Brook Parkway and Sherman Street.

	Pros	Cons
SCHEME 1 - Bridges are located where pedestrians are currently crossing the tracks.		
	Because bridge locations are where current crossings exist, these are the most direct routes to both Danehy and the shopping plaza.	Some residents may be opposed to a bridge connecting to the housing developments because of security concerns. However, this is less of a concern if there are bridges at Fresh Pond Apartments and Jefferson so that bridges are part of a system. This is the most costly scheme as it involves the construction of two bridges rather than one.

SCHEME 2 - A single bridge is located close to where residents currently cross into the shopping plaza.

The bridge (if combined with a path) is a direct route to the plaza for Jefferson Park and Fresh Pond Apartments

This scheme does not address the Jefferson/Danehy crossing (route through the plaza is too indirect - the connection would need to be made by alternative means of transportation).

Scheme 2 is half the cost of Scheme 1.

SCHEME 3 - A single bridge is centrally located in between where residents currently cross into the shopping plaza or Danehy.

The bridge location is a compromise between the two crossing points.

This scheme may not address either the Jefferson/Danehy or the Fresh Pond Apartments/ shopping plaza connection well enough (for some, the route to the plaza is as indirect as the Alewife bridge).

The bridge lands at the side of the movie theatre which is hidden from view and may pose security issues.

Scheme 3 is half the cost of Scheme 1.

SCHEME 4 - A single bridge is located close to where residents currently cross from Jefferson Park into Danehy Park.

The bridge location is a direct Jefferson/Danehy route.	The scheme may pose security issues for some Jefferson Park residents.
Scheme 4 is half the cost of Scheme 1.	The scheme does not address the Fresh Pond Apartments/ shopping plaza connection.

If a bridge option is chosen, Scheme 1 best addresses the access needs of residents. However, if a single bridge scheme is preferred because of community, cost or design issues, schemes 2 or 3 should be considered.

A pedestrian bridge also is a possible means of crossing between Richdale Avenue and Yerxa Road (see Yerxa Pedestrian Bridge Scheme 1). There is room on both sides of the ROW for a bridge and connecting ramps (or elevator). Discussion of other solutions for this crossing follow.

Providing Pedestrian Underpasses

Cost: $700,000 - $1,000,000

Underpasses were considered for the Yerxa Road crossing only. In general, underpasses hide people and therefore encourage undesirable uses. This is particularly true where approach ramps are steep (they do not allow adequate natural light into the underpass) and where the underpass is not wide enough or does not have enough clearance (visibility is poor and pedestrians feel as though they are walking into a hole). Designing a safe (and accessible) underpass requires approximately 200 feet of approach (if the ROW is at the same elevation as the surrounding land). Ideally, the approach would be perpendicular to the ROW and would be gradually widened to its entrances to allow for the greatest visibility into the underpass and to allow for easy surveillance.

At the crossings west of Sherman Street (Fresh Pond Apartments and Jefferson Park), the elevation of the land adjacent to the ROW is equal to or higher than the ROW, increasing the length of the approach. From a physical design standpoint, as well as a security standpoint, an underpass is not a feasible solution in this location (in addition, according to the neighborhood

survey, residents would not use an underpass). However, at the Yerxa Road crossing, because the grade of the ROW is higher than adjacent property, the length of the approach is decreased and there appears to be enough space for a safe and accessible design. Underpasses in the approximate location of the existing underpass where considered.

- Scheme 2a (and Yerxa Road Sections D and F) shows the continuation of Yerxa Road under the ROW, connecting through to Richdale Avenue. By making the underpass a road, it is wide enough for visibility into the underpass, an occasional car provides some security, and surveillance is much easier. The underpass would get some natural sunlight but would need to be well lit in the evenings. A new drainage system would need to be installed.

- Scheme 2b (and Yerxa Road Sections E and F) shows a pedestrian underpass at this location. The approach and underpass would be the same length but less wide. However, making the underpass wide enough so that a police vehicle could pass through should be considered.

Any construction under the tracks would require MBTA approval and would need to be undertaken without interrupting train operations.

Improving the existing underpass would require new approaches for access and considerable work to correct drainage problems. Given the expense of these improvements, it is far more cost effective to provide a better designed underpass if this is the direction taken.

<u>Depressing the Trains</u>

Total Cost: **The cost of depressing the tracks for this section of track is approximately $70 million - $90 million for planning, design and construction of the tunnel. As one track needs to remain operable through the construction period, construction would need to be phased (tracks would be depressed one at a time).**

The estimated costs of other cut and cover tunnels include: Courthouse Station - 2,000 LF (less than half the length of this tunnel) at $60 million and Haymarket Station at $72 million.

As expressed at the first community meeting, putting the trains underground would be a perfect solution from the community's standpoint, and when completed, would serve the MBTA's desire to physically separate pedestrians and trains. There are issues with freight trains that require gentler slopes and need to access adjacent properties, and some issues regarding where the trains enter and exit the tunnel (a minimum of 1,000 feet of boat section). Two means of depressing the trains are: 1) to put the train in a tunnel (the tunnel would need to be vented and air pollution and vent locations would be

issues), or 2) to depress the train so that flush (or slightly raised) platforms can be built over the tracks in places where people cross.

In order to have the train in a tunnel between Alewife Brook Parkway and the Fitzgerald School, the train would need to begin its decline 1,000 feet west of the Alewife Brook Parkway (impacting access to the freight line) and 1,000 feet east of the recreational facilities at the Fitzgerald School. The feeder line which runs between Danehy and the shopping plaza would need to be in a tunnel at the entrance to Danehy and its boat section would extend another 1,000 feet.

Problems associated with depressing the trains include cost, drainage issues resulting from the high water table, a lengthy and involved planning and design process, and possible impacts to freight services. Two projects which involved putting a railroad underground are the extension of the Redline in North Cambridge and the Old Colony Railroad. The Old Colony includes a one mile long tunnel (the approximate length of a tunnel in this project area) through Hingham. The cost of the tunnel is estimated to be $170-200 million (the project is not funded to date). Planning and design for this project, if a tunnel is the direction taken, would require approximately five to seven years.

PART 4: RECOMMENDATIONS

Short-term Solutions

Short-term solutions have been defined as solutions which can be in-place within one year. Some possible solutions, such as safety programs, signage, fencing repairs, trains sounding whistles, and clearing shrubbery for better visibility can be implemented in a shorter time span and should be pursued immediately. In general, short-term solutions are those which are less expensive (to enable the City or MBTA to cover costs without seeking additional funding) and which the City and MBTA are likely to support. Any solution which involves access to or crossing of the ROW will need to be approved by the MBTA.

Installing barriers such as vandal resistant fencing or walls has not been included as a short-term solution because reasonable alternative routes for pedestrians must be in-place prior to their construction. In addition, they are very costly.

Alternatives to consider as short-term solutions include:

- Slowing trains - Although it is difficult to predict if slowing the trains will result in fewer accidents in the project area, it is widely requested by the surrounding neighborhood. Slowing the trains is not supported by the MBTA for reasons previously discussed, and the time frame within which this can be implemented (if it can be implemented) may be greater than one year. If the City decides to pursue this as an option the process is as follows:

  The City of Cambridge must file a petition with the Department of Public Utilities (DPU) requesting a hearing. The petition must reference a part of Chapter 160 of the Massachusetts General Laws (Ch. 160 M.G.L.) applicable to the situation. If the petition is accepted, a hearing will be held and the DPU can choose to restrict the speed. If no applicable section of Ch. 160 M.G.L. is found, the DPU has no jurisdiction and no hearing will be held.

  In the project area, the speed limit of 55 MPH was set by the MBTA based on limited sight distance at the Sherman Street at-grade crossing. Exceeding this speed is a violation of MBTA and Amtrak operating rules.

  The Federal Railroad Administration (FRA) sets speed limits based on track maintenance conditions only. For example, FRA Class 3 allows 60 MPH passenger operations. Exceeding this speed would violate FRA rules. However, if the track was maintained to Class 6 Standards, up to 110 MPH speeds would be allowable by the FRA.

- Safety programs - Operation Lifesaver has had positive effects in other communities and should be offered at the Fitzgerald School and throughout the school system, Fresh Pond Apartments, Jefferson Park, Walden Square,

Gately Shelter and local churches and religious organizations. Costs are minimal. The North Cambridge News would be a good way of publicizing both the program (for those who may want to attend) and results (to raise public consciousness).

In addition, existing community programs run by the City (such as the Mayor's program), local schools, religious organizations , Gately Shelter and the North Cambridge Task Force (such as "National Night Out Against Crime") may provide a forum for the discussion of railroad safety issues. Projects which involve children (as well as adults) in the process will be the most effective. Operation Lifesaver has information on age appropriate programs.

- Signage - The MBTA is currently working with Operation Lifesaver on new signage systems emphasizing railroad safety. The schedule for completing the design of the signs is unknown. However, as improvements are urgently needed in this area, there is incentive to complete the planning, design and installation of new signs as quickly as possible. Further coordination is needed between the City and the MBTA.

- Alewife Brook Parkway Bridge - The bridge and pedestrian ramp and sidewalks will be complete in spring 1995. This will offer a safer route to some residents at Fresh Pond Apartments at no cost to the City. The MDC is responsible for maintaining the ramps and sidewalks, and should be called when snow shoveling or maintenance is needed.

- #83 bus - The #83 bus route should be extended when the bridge is complete (Spring 1995). Bus routes are reviewed quarterly and the City needs to discuss the route with the MBTA.

- Visibility - Visibility for train engineers should be improved by clearing overgrown shrubbery wherever possible adjacent to the ROW.

- Shuttle Service - The MBTA has suggested operating a no-fare shuttle which would run every 15 minutes during peak hours (7 am to 9 am and 4 pm to 6 pm) and every 30 minutes from 9 am to 4 pm. Shuttle service would be provided on Saturdays from 8 am to 7 pm and Sundays from 9 am to 7 pm. The shuttle would be operable within six months and would be funded by the MBTA. A shuttle will offer a safer alternative to residents as a short-term solution and as part of a long-term solution.

- Audio Warning - Engineers can sound their whistles in the project area. Trains are currently sounding their whistles which has brought some criticism from residents disturbed by the noise. Whistle sounding is an important component of safety and should continue at least until long-term safety improvements are in place. However, reasonable time restrictions should be considered to limit annoyance to residents.

- Fencing Repairs - Damaged fencing by the tennis courts at Yerxa Road should be repaired so that pedestrians do not need to chase balls into the ROW.

Long-term Solutions

Long-term solutions considered were based on providing reasonable means for pedestrians to reach their destinations and separating people from trains. From the community's point of view, depressing the trains is an ideal solution as it would allow residents to cross where they wish and walk along the ROW. This solution may pose some issues for the railroads (such as steep grades and access problems for freight) and for the community (such as the location of retaining walls where the trains enter and exit the tunnel and vent locations) and its cost would make funding very difficult. As there are other means of addressing safety issues which are much less costly and more likely to be funded, depressing the trains is not the recommended alternative.

The recommended alternative is a package of necessary improvements which will be successful only in their entirety. It is important to recognize that each recommendation is part of the system and all must be in place for the system to work.

The recommended alternative is intended to give the City direction in providing the solution. Its components have not been designed. All appropriate community groups and agencies including the City of Cambridge Police Department, the Fire Department, the Public Works Department, Cambridge Housing Authority, abuttors and other interested parties and the MBTA should be included in the design process to assure its success. Security and maintenance are extremely important and need to be considered in all design decisions.

The recommended alternative consists of the following:

Providing grade separated crossings in the locations where pedestrians are currently crossing:

-Yerxa Road
-Fresh Pond Apartments and the shopping center
-Jefferson Housing and Danehy Park

At the Yerxa Road location, an underpass or pedestrian bridge should be considered. At this time, an underpass is preferable as the clearance requirements would result in a much shorter walk for pedestrians and would be easier to use. The underpass should be designed to be fully visible from Richdale Ave. and Pemberton St. Mirrors have been used in other locations as a means of allowing pedestrians to see their path from street to street. The underpass should be wide enough to allow

police surveillance vehicles to pass through (approximately 12 feet) as well as to provide greater visibility. The design should prevent ordinary vehicles from passing through as this could create a dangerous place for pedestrians. If the police are using motorcycles, bollards should be placed at the entrance ramps a maximum of six feet on center to prevent cars from passing through. If the police are using cars, removeable bollards or swing gates should be considered. The underpass should be lighted with vandal-resistant fixtures, a police phonebox should be provided and the use of surveillance video cameras should be considered (these are currently being used by the City of Lynn). The underpass should be designed to be open, visible, light, accessible and dry. Because of the high water table in this area, drainage is an issue and a pump may need to be installed. It is critical that the underpass be maintained and kept clean (lighting needs to be operable, the underpass needs to be cleaned and painted regularly, and drainage structures must be kept clean).

The community survey indicates that a number of residents are opposed to an underpass in this location. This opposition is likely to be a response to the design and condition of the existing underpass. If the community strongly opposes an underpass in this location, a pedestrian bridge should be considered.

The property on the south side of the tracks is privately owned. Property would need to be aquired for any of the solutions in this area.

The community access needs would be best addressed by two pedestrian bridges west of Sherman Street, one between Jefferson Housing and Danehy Park and one between Fresh Pond Apartments and the Fresh Pond Shopping Center, connected by a linear path paralleling the ROW. One-bridge schemes between the two popular crossing spots may not be direct enough to eliminate ROW crossings (particularly athletic young people who may find scaling ten foot barriers a challenge).

Bridges should be designed with ramps and stairs, and so as not to preclude the addition of elevators at a future date (elevators were not included at this time as they pose unmanagable maintenance issues). Bridges and ramp/stair structures should be highly visible so that users do not feel isolated and unseen. Lighting is critical, and as stated with underpasses, structures need to be kept clean and safe. Snow plowing is a maintenance concern. Roofs or heated pavements should be considered to avoid some plowing issues. If bridges are open, "missile barriers" will need to be installed to keep objects from being thrown on to trains below.

Bridge approaches (ramp/stair structures) will be large as the railroad standard for bridge clearances is 22.5 feet. Approach designs need to accommodate required modifications to existing parking lots and park land. All bridge approaches and bridges should be easily accessible to police for regular surveillance as well as emergencies. Existing grade differences, such as the berms at Rindge, should be considered as a means of decreasing the lengths of accessible ramps.

Underpasses are not feasible in these locations as the elevations of abutting properties are high, requiring long access ramps and little opportunity to make the underpasses highly visible (which is critical to their success).

Provide linear path connections wherever possible, paralleling the ROW and connecting ROW crossings.

An initial meeting with the MBTA suggests that a 9' wide linear path is possible west of Sherman Street on the north side of the tracks. A path in this location would allow for greater use of the pedestrian bridges and would accommodate those pedestrians who are currently using the ROW as a neighborhood connector. In addition, a linear path to crossings can be part of a system of pedestrianway/bikeways fulfilling the City's intention to increase these modes of transportation and increasing the possibilities for funding for this project (discussion of funding follows). If possible, the path should continue east of Sherman Street and eventually connect to the new Walden Square Bridge. The City will need to meet with the MBTA to see if there is any way of accommodating this path. As the ROW is frequently used as a neighborhood connector, this use should be accommodated in a safe and legal way to the greatest degree possible.

The path should be separated by a fence from the train tracks (see **Barriers**) and security issues such as whether or not to provide lighting should be discussed with the community.

Increasing other means of transportation

The alternatives recommended above provide a reasonable means for fully mobile pedestrians to reach their destinations. However, for less mobile people, alternatives to climbing pedestrian bridges will need to be provided. Extending the #83 bus route (recommended as part of a short-term solution) is a reasonable part of the solution. Continuing to run a free shuttle would accommodate less mobile people who cannot afford bus fares. A shuttle which also connects to Porter Square and Alewife Station may increase patrons of the shopping center, and businesses may be willing to support a permanent system. An on-call ride service is recommended as another possible means of transportation.

Constructing Barriers

Once the alternative means of transportation are in place, the ROW should be fenced on both sides with a minimum 8' high, vandal resistant steel fence. Durable steel fences are an effective barrier and do not encourage grafitti. (See **Appendix G** of this report for examples of fencing). Fencing should extend the entire length of the linear path and to a minimum of 100' west of Alewife Brook Parkway (to discourage pedestrians from walking around the fence and crossing the ROW), and to Walden

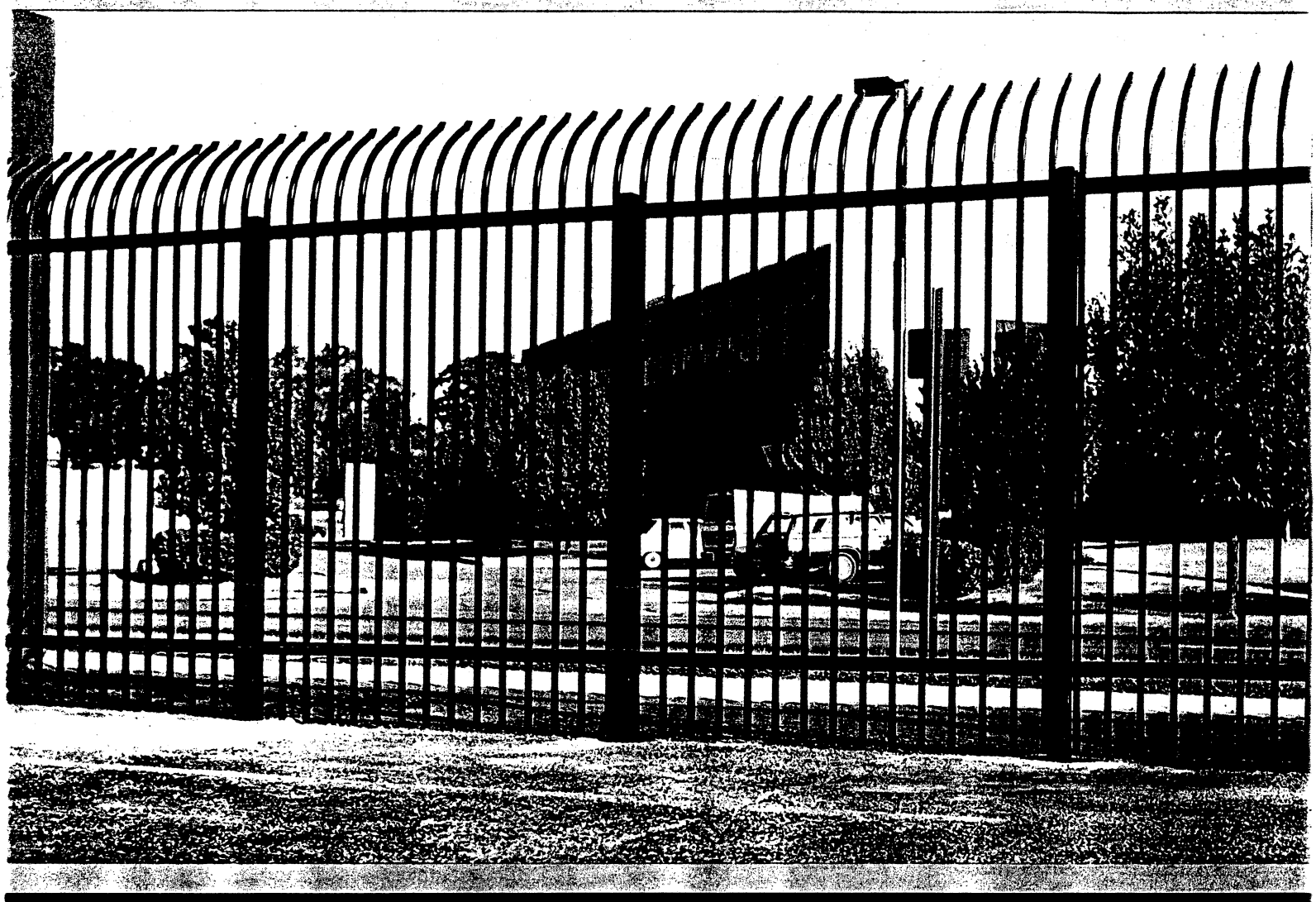
Street. As the Alewife masterplan is developed, fencing west of Alewife should be extended to the next legal crossing.

APPENDIX G

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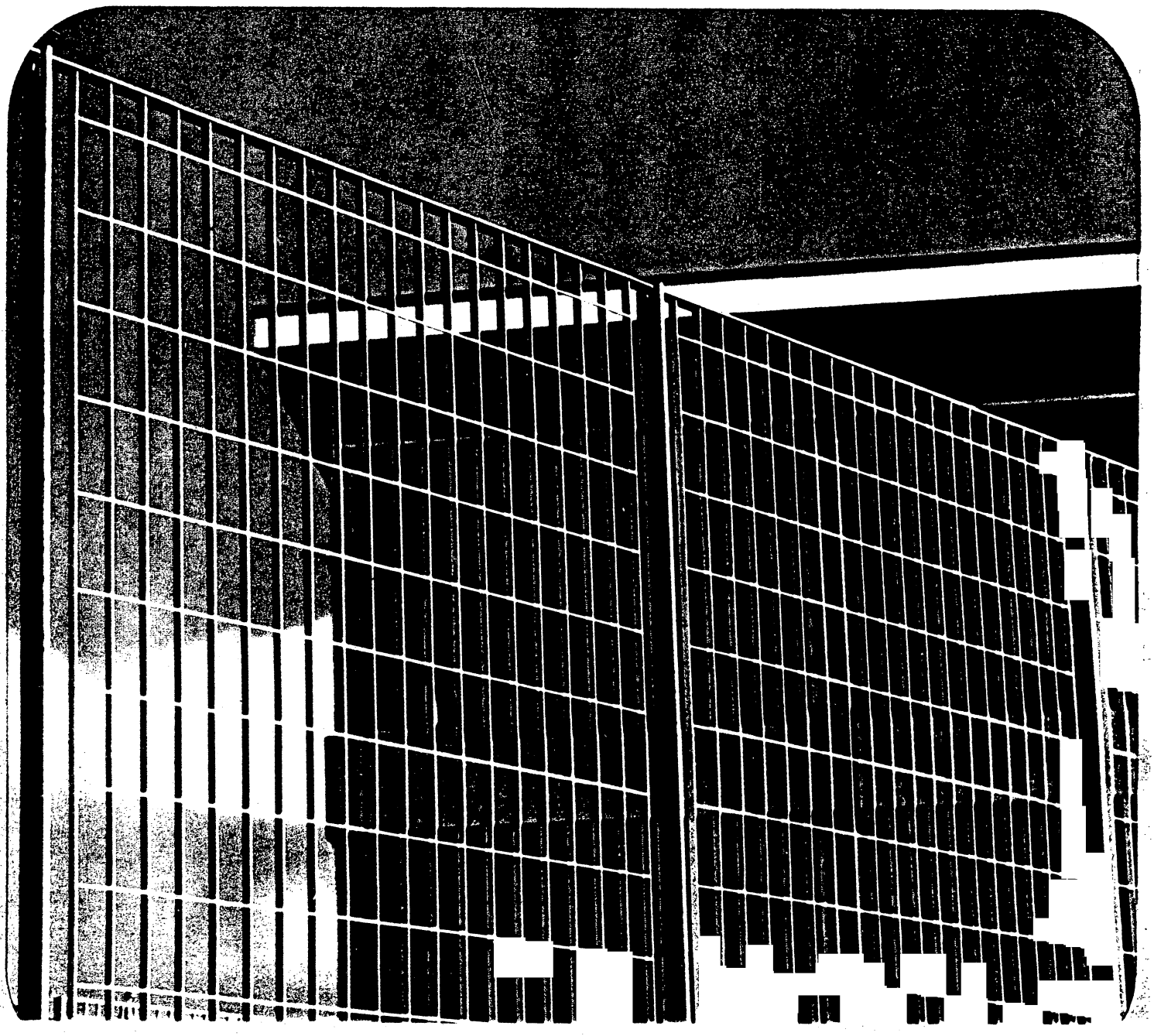
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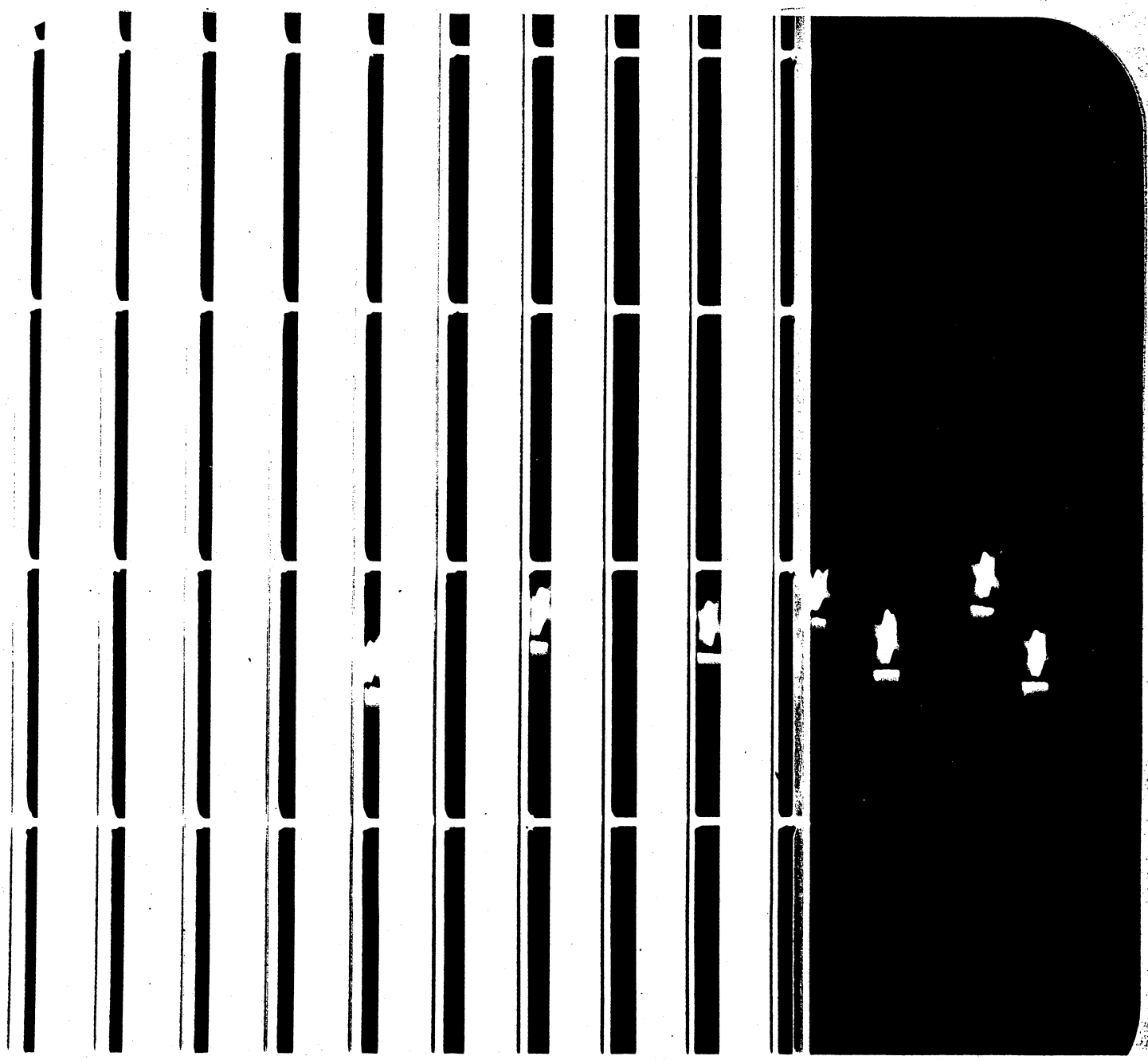
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designer: studio arch. bacigalupo & ratti



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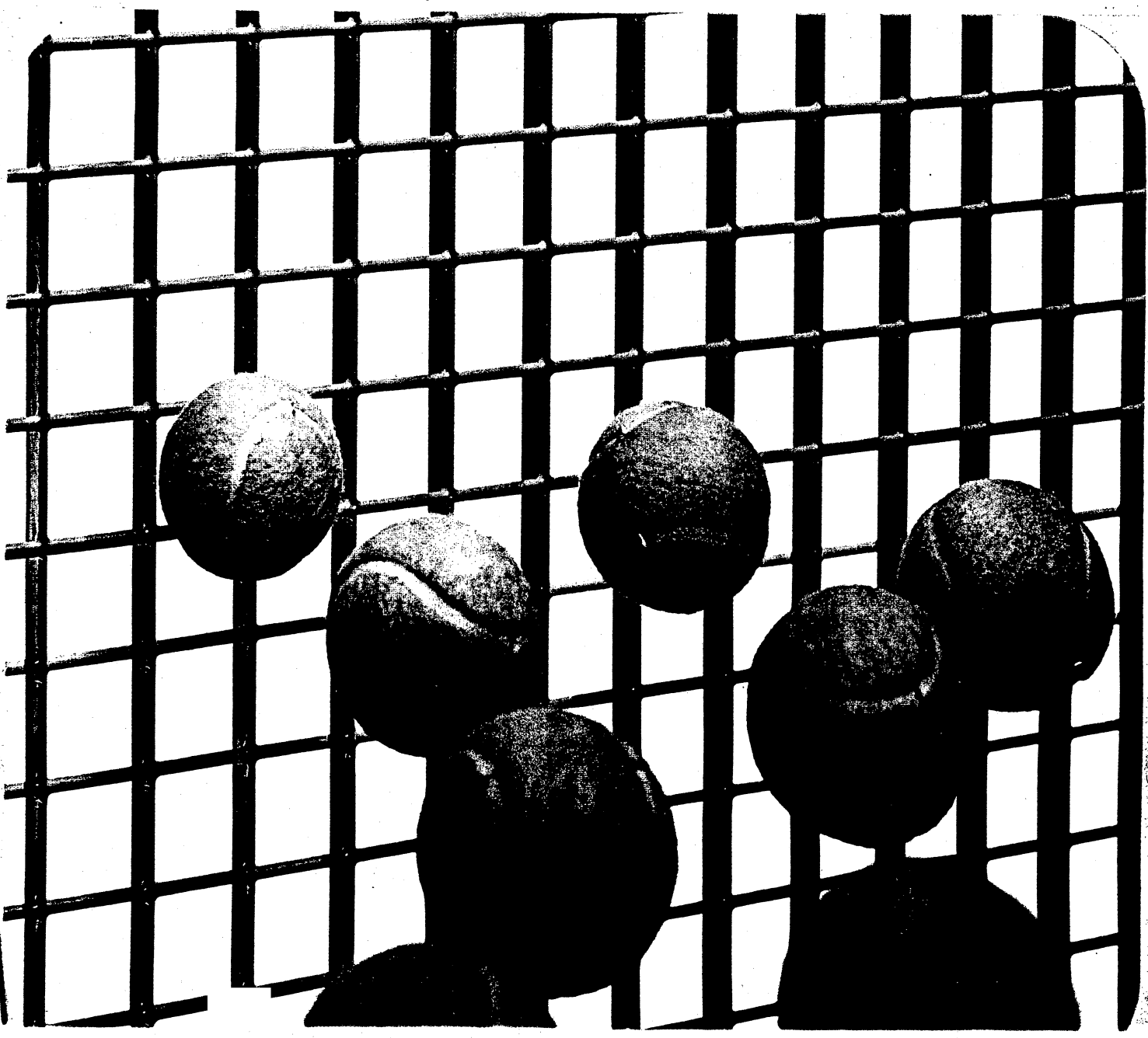
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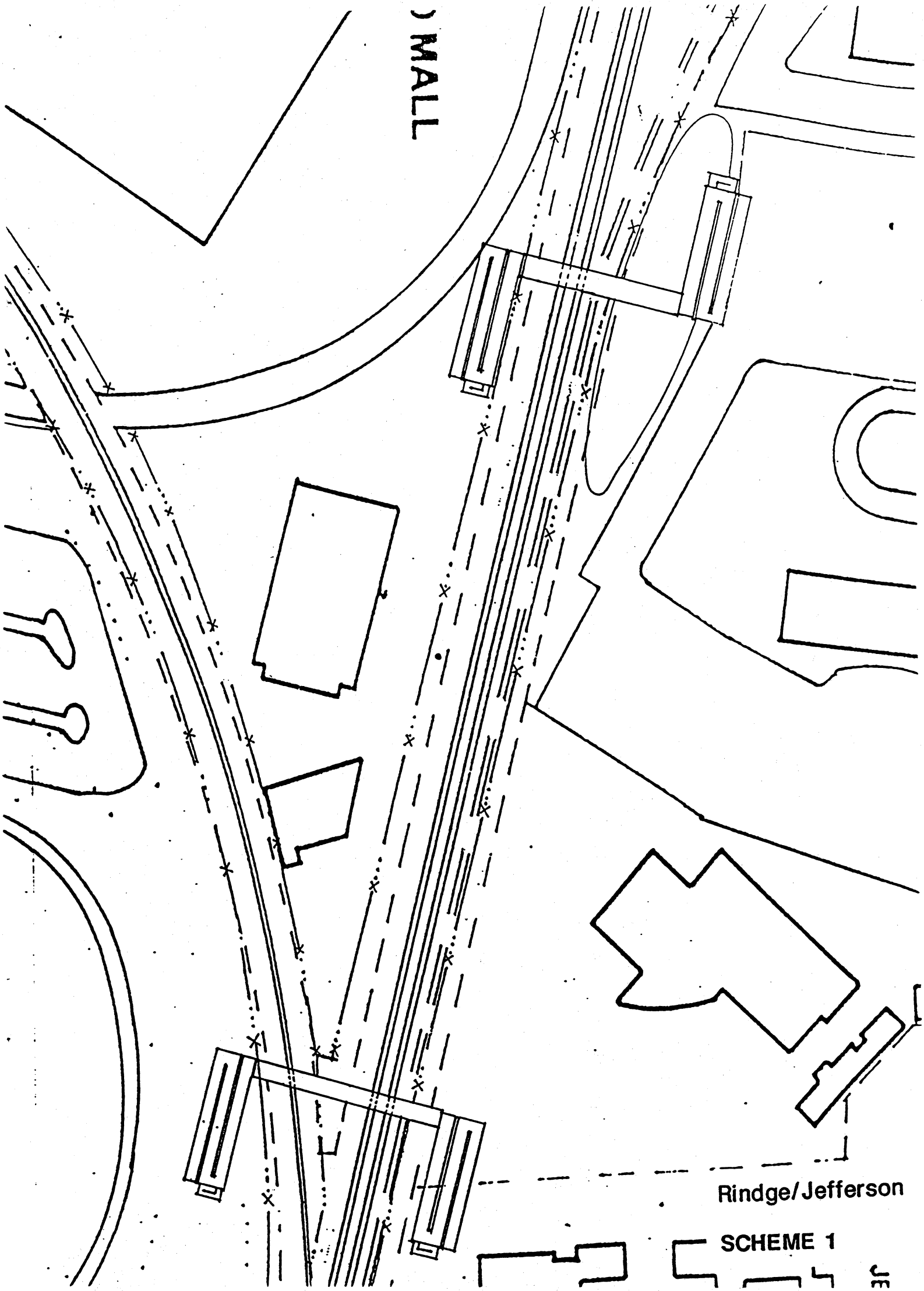
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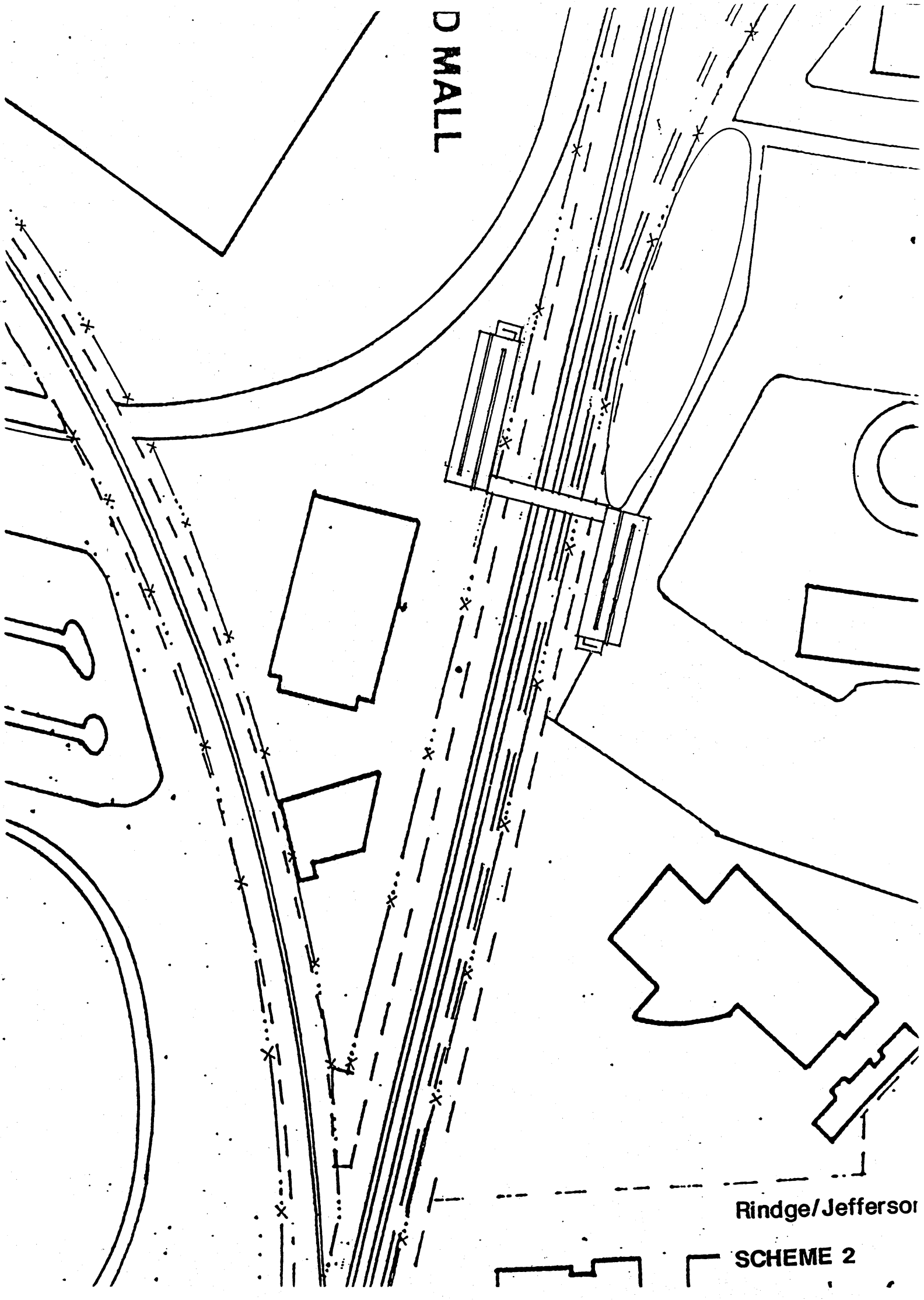
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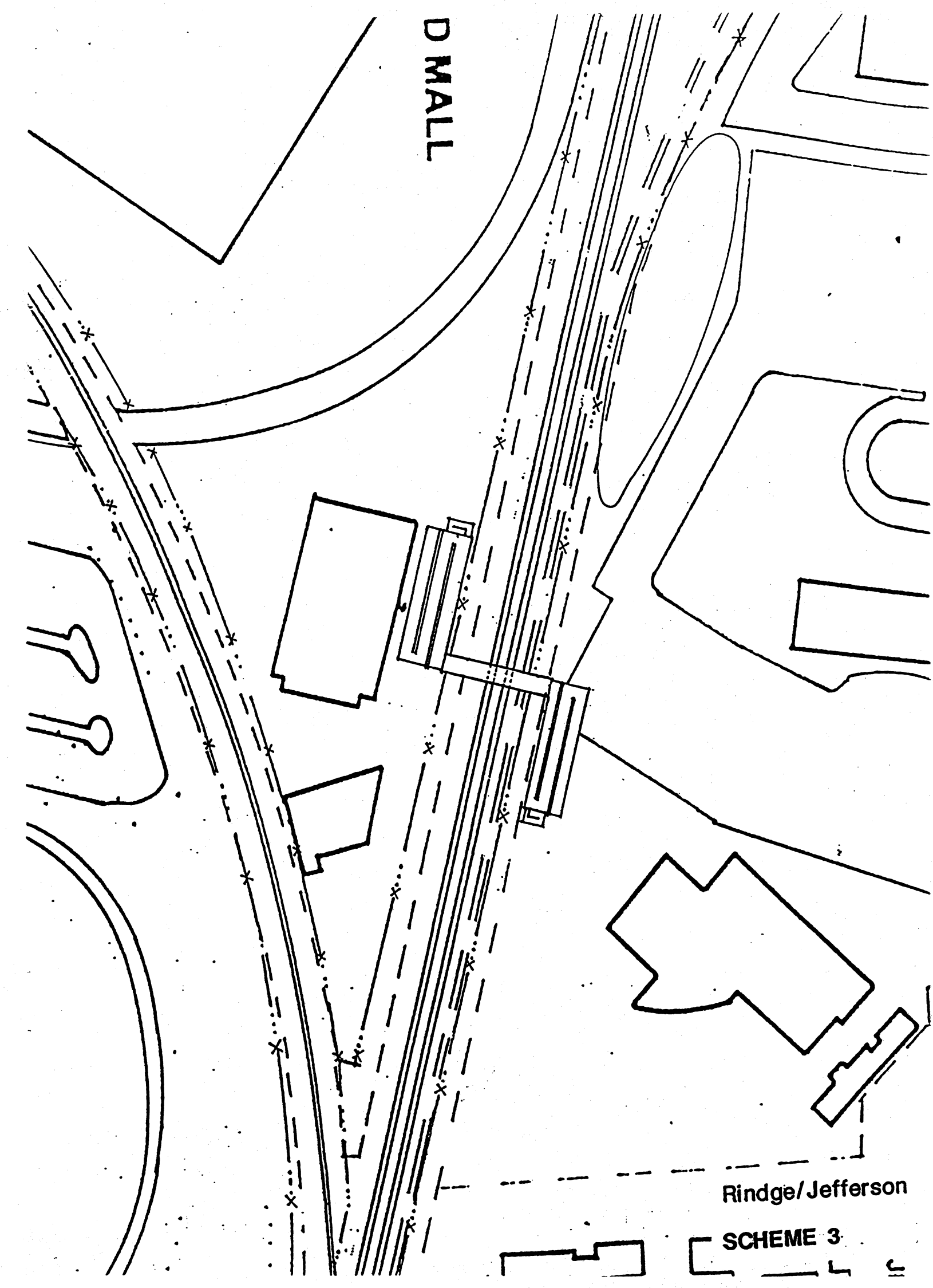


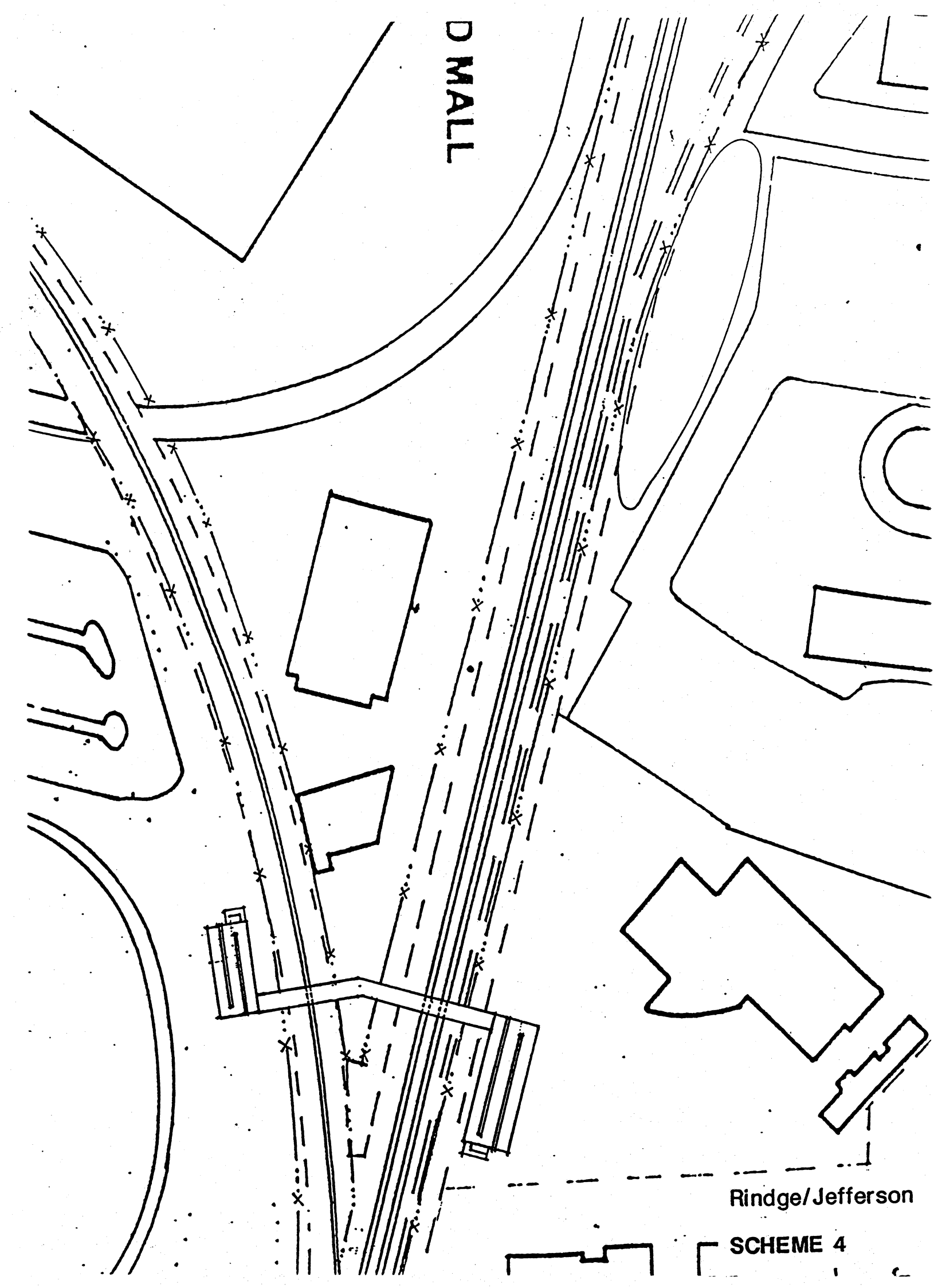
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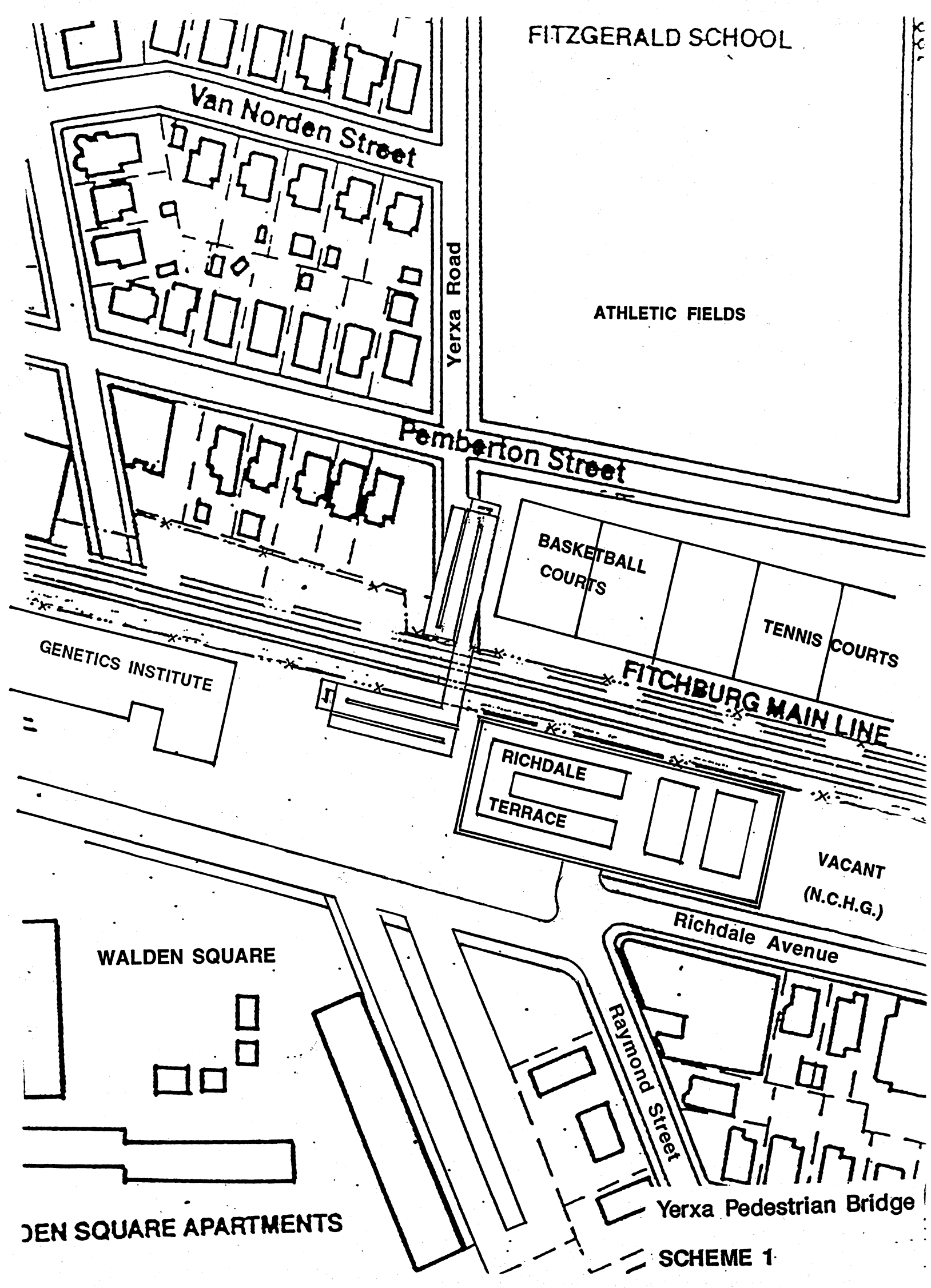
Rindge/Jefferson
SCHEME 1
SCHEME 2
SCHEME 3
SCHEME 4
SCHEME 1
Yerxa
SCHEMES
FRESH POND MALL
CITY PARK
CEMETERY
JEFFERSON PARK
HIGH SCHOOL ATHLETIC FIELD
FOOTBALL
BASEBALL
TENNIS
BLEDDING SLOPE
Sherman Street
Walden Street
Walden Square Apartments
Fitzgerald School
Fitzgerald Drive
Fitzgerald Lane
Huron Avenue
Concord Avenue
Mellen Street
Burns Street
Bunch Street
Fort Street
Dry Store Road
Parking Lot
Jerry Street
Gerald Street
Madi Street
Hurley Street
Lowell Street
Holden Street
Hilton Street
Hilton Court
Parker Street
Walden Court
Walden Terrace
Walden Place
Walden Road
Walden Lane
Walden Circle
Walden Pond
Walden Square
Walden Square Apartments
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Walden Square Drive
Walden Square Court
Walden Square Terrace
Walden Square Place
Walden Square Avenue
Walden Square Boulevard
Walden Square Parkway

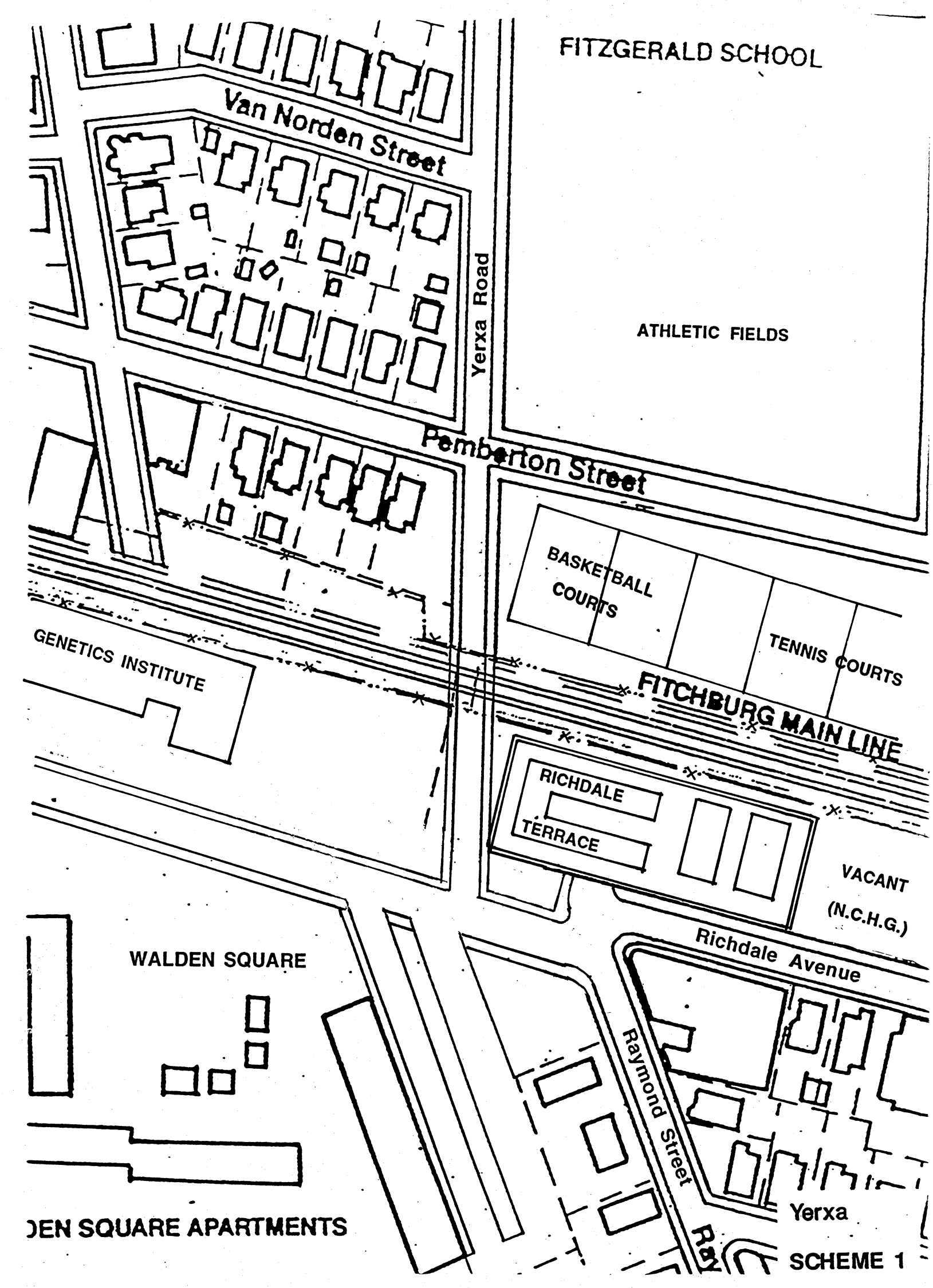

MALL
Rindge/Jefferson
SCHEME 1

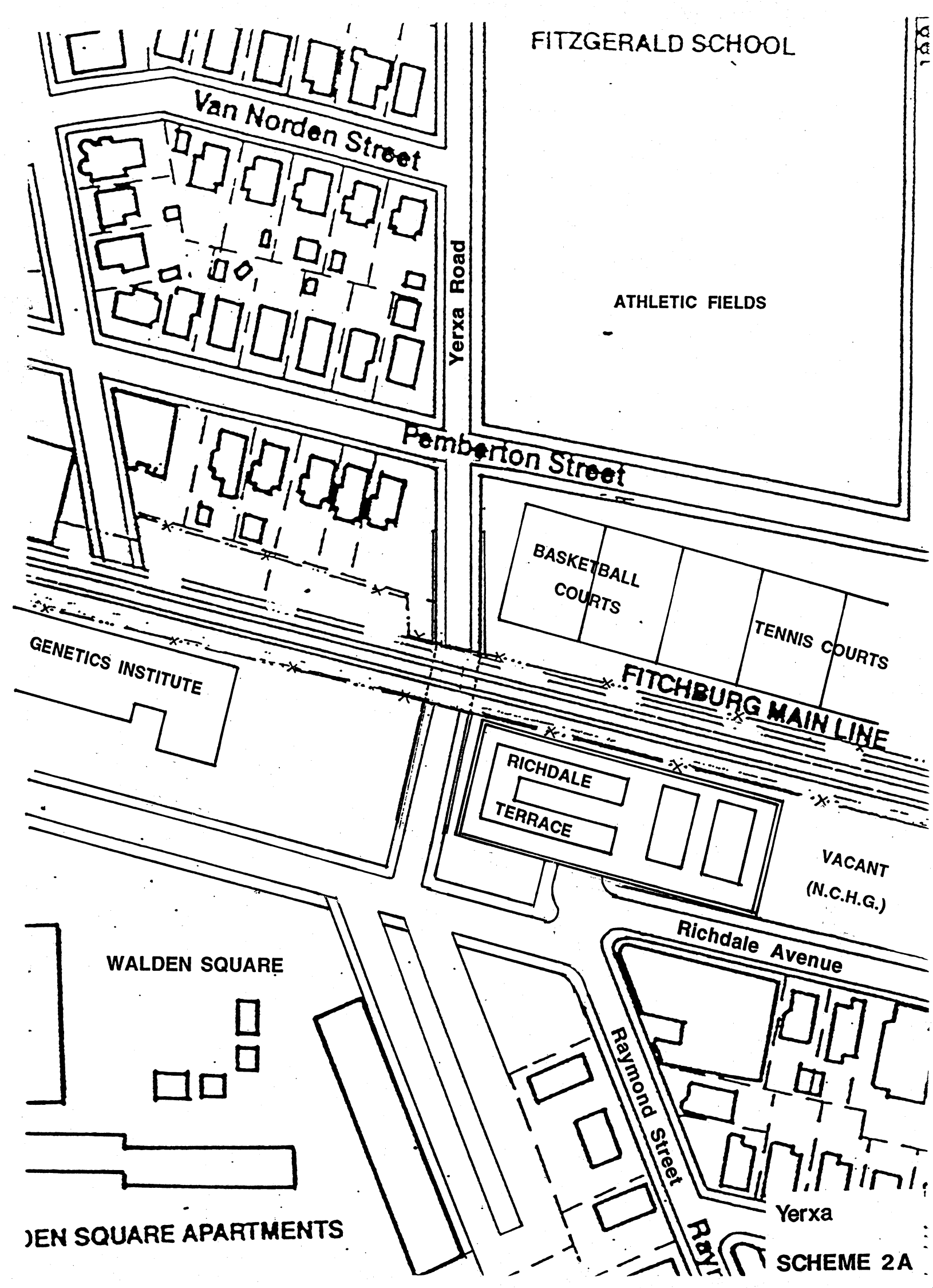

D MALL
Rindge/Jefferso
SCHEME 2

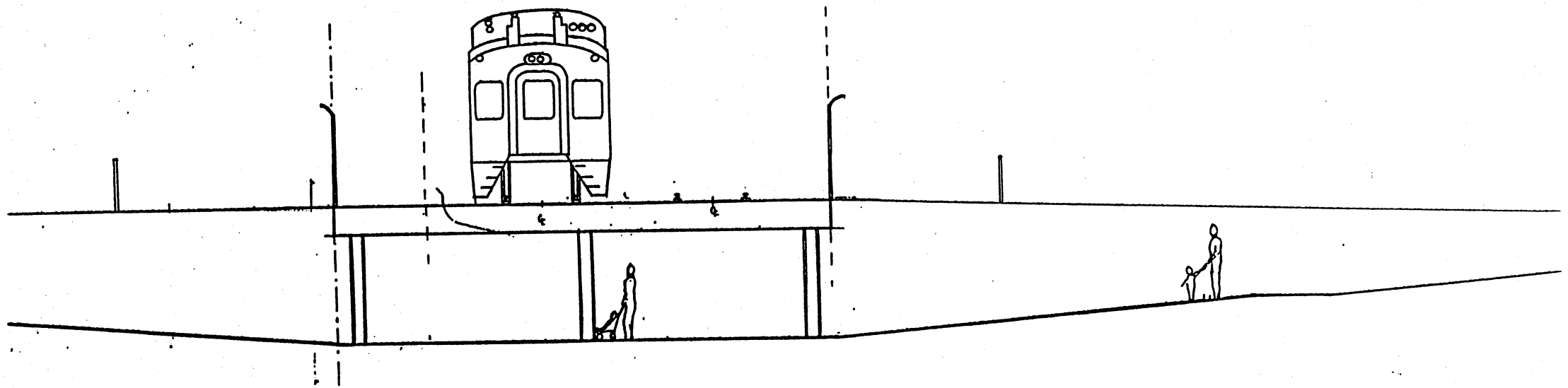

D MALL
Rindge/Jefferson
SCHEME 3


D MALL
Rindge/Jefferson
SCHEME 4

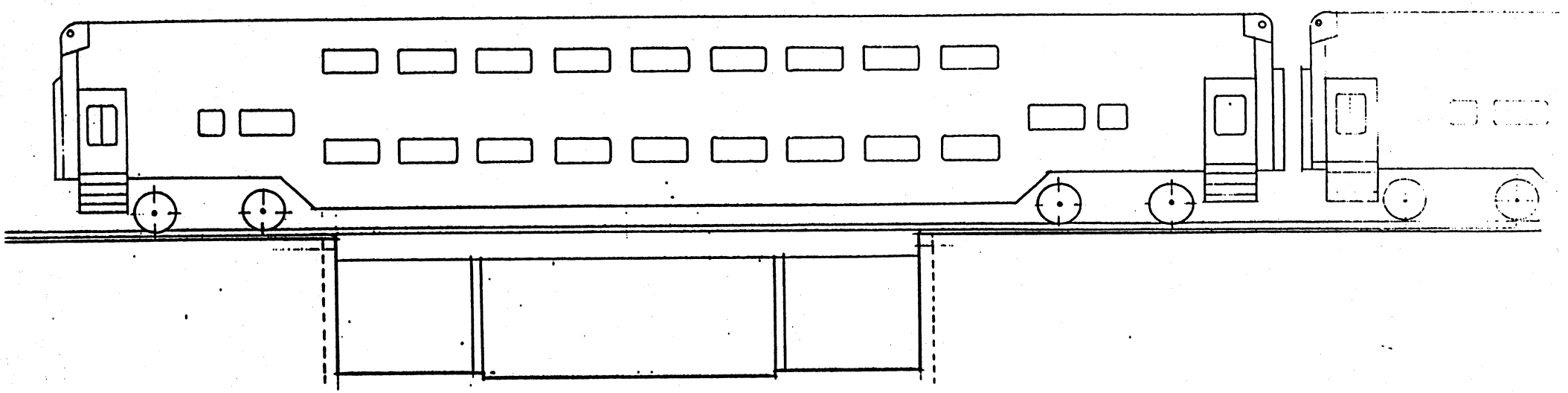

FITZGERALD SCHOOL
Van Norden Street
Yerxa Road
ATHLETIC FIELDS
Pemberton Street
BASKETBALL COURTS
TENNIS COURTS
GENETICS INSTITUTE
FITCHBURG MAIN LINE
RICHDALE
TERRACE
VACANT
(N.C.H.G.)
Richdale Avenue
WALDEN SQUARE
Raymond Street
Yerxa Pedestrian Bridge
DEN SQUARE APARTMENTS
SCHEME 1


FITZGERALD SCHOOL
Van Norden Street
Yerxa Road
ATHLETIC FIELDS
Pemberton Street
BASKETBALL COURTS
TENNIS COURTS
GENETICS INSTITUTE
FITCHBURG MAIN LINE
RICHDALE
TERRACE
VACANT
(N.C.H.G.)
Richdale Avenue
WALDEN SQUARE
Raymond Street
Yerxa
SCHEME 1

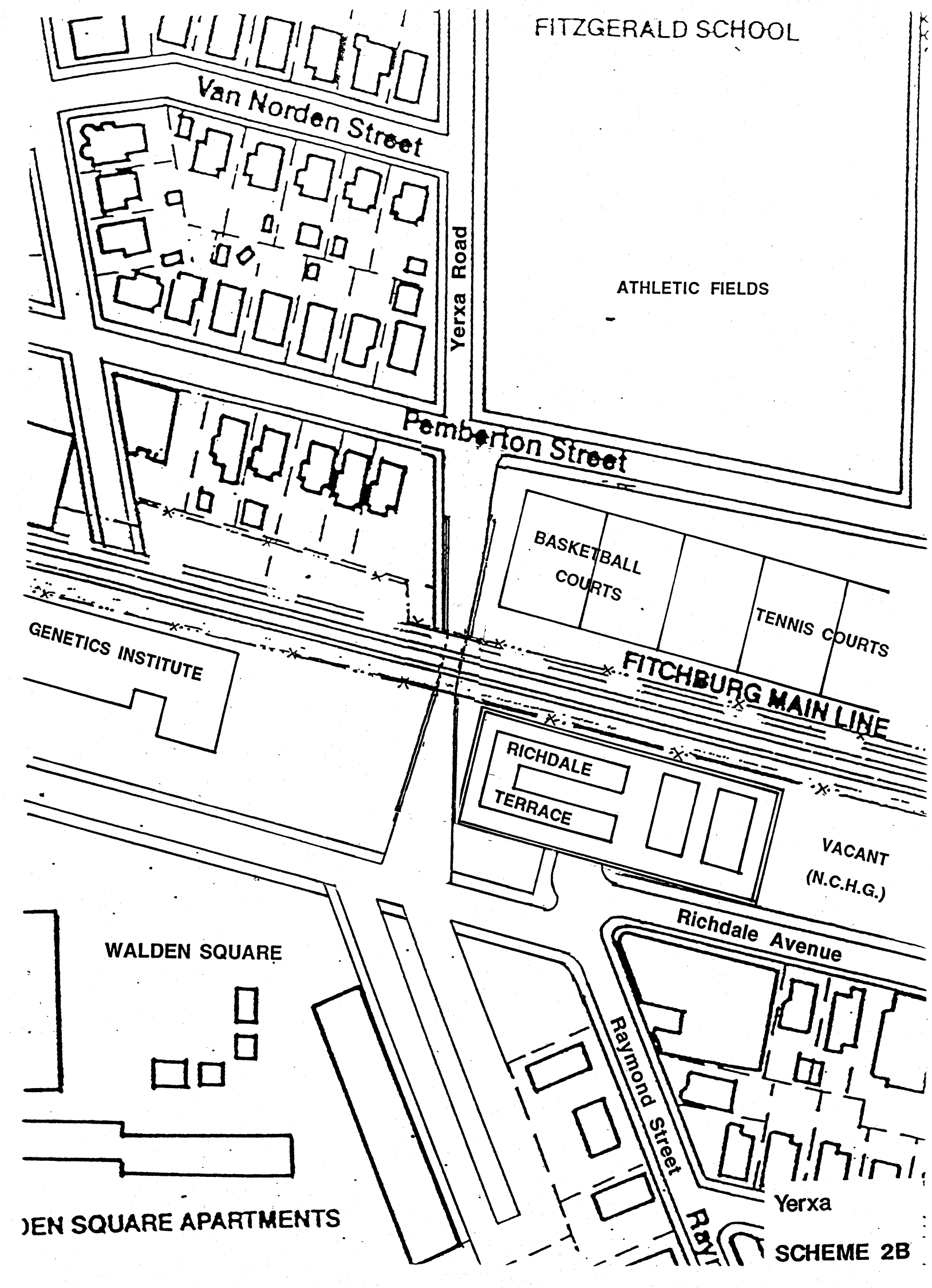

FITZGERALD SCHOOL
Van Norden Street
Yerxa Road
ATHLETIC FIELDS
Pemberton Street
BASKETBALL COURTS
TENNIS COURTS
GENETICS INSTITUTE
FITCHBURG MAIN LINE
RICHDALE
TERRACE
VACANT
(N.C.H.G.)
Richdale Avenue
WALDEN SQUARE
Raymond Street
Yerxa
SCHEME 2A

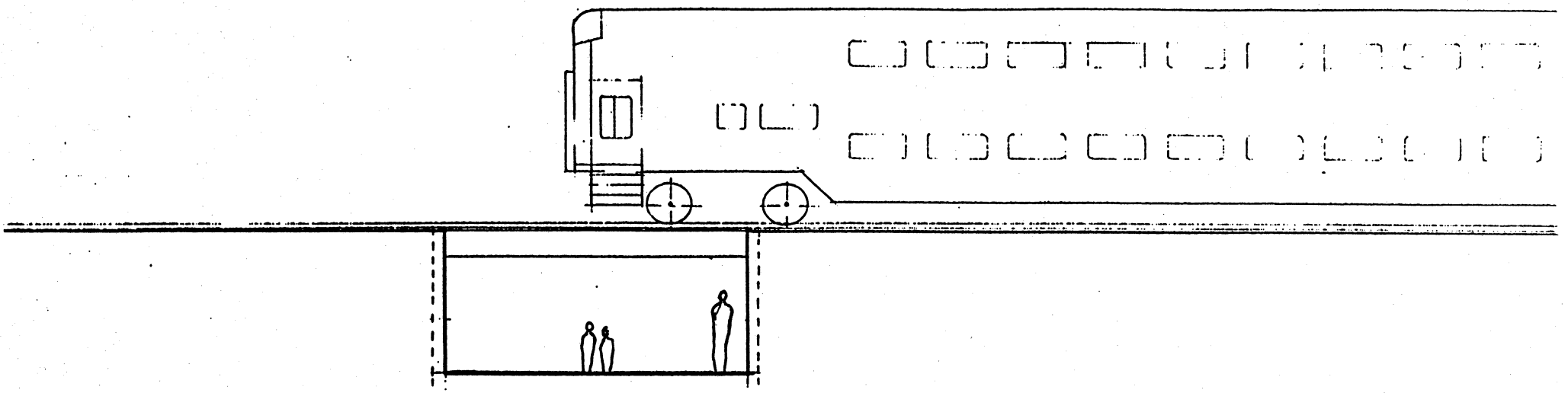


D YERXA. ROAD (FITZGERALD SCHOOL)
PEDESTRIAN UNDERPASS
X-SECTION LOOKING WEST



F YERXA ROAD (FITZGERALD SCHOOL)
PEDESTRIAN UNDERPASS
LONGITUDINAL SECTION


FITZGERALD SCHOOL
Van Norden Street
Yerxa Road
ATHLETIC FIELDS
Pemberton Street
BASKETBALL COURTS
TENNIS COURTS
GENETICS INSTITUTE
FITCHBURG MAIN LINE
RICHDALE TERRACE
VACANT (N.C.H.G.)
Richdale Avenue
WALDEN SQUARE
Raymond Street
Yerxa
SCHEME 2B



E YERXA ROAD (FITZGERALD SCHOOL)
PEDESTRIAN UNDERPASS
LONGITUDINAL SECTION

APPENDIX I

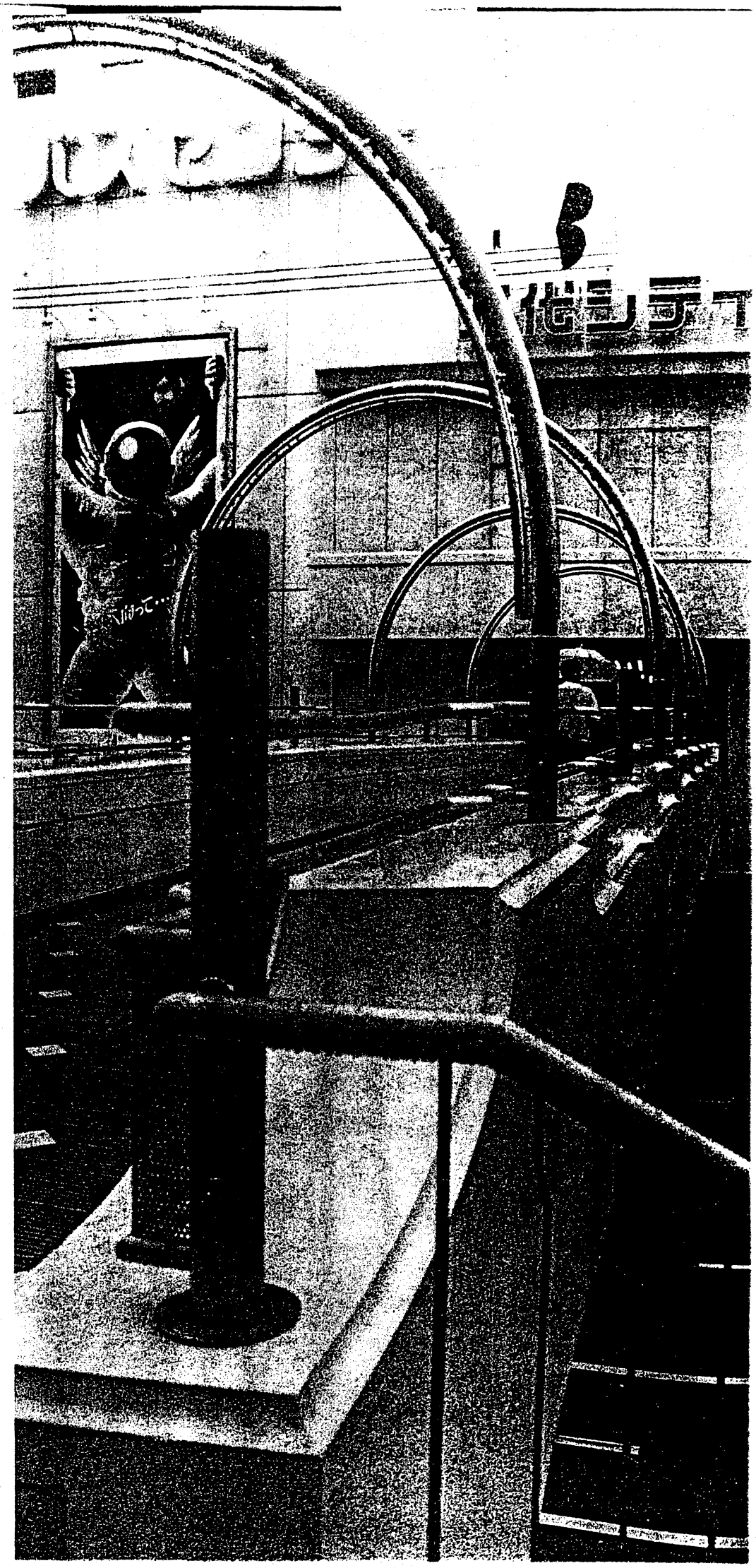
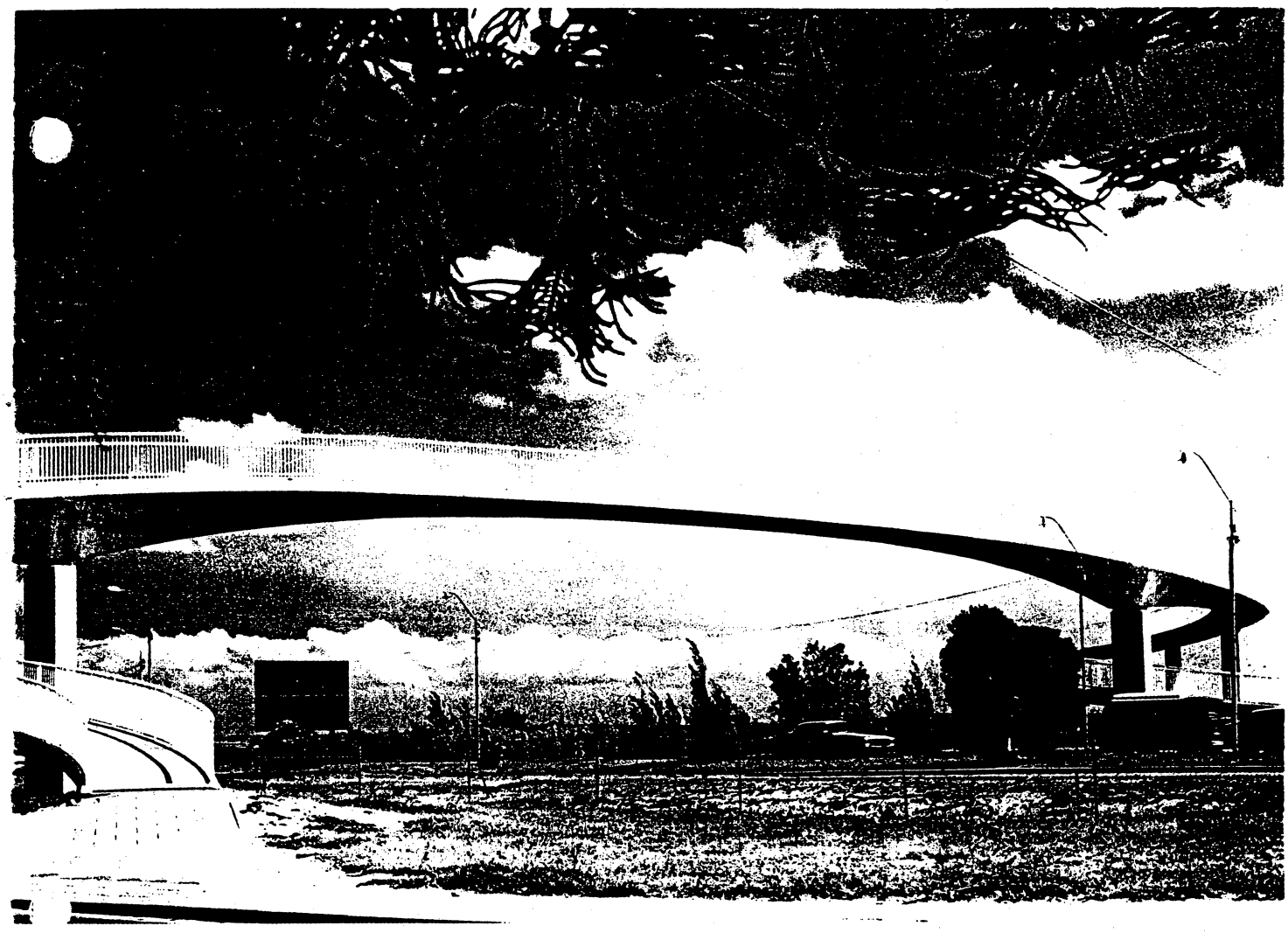


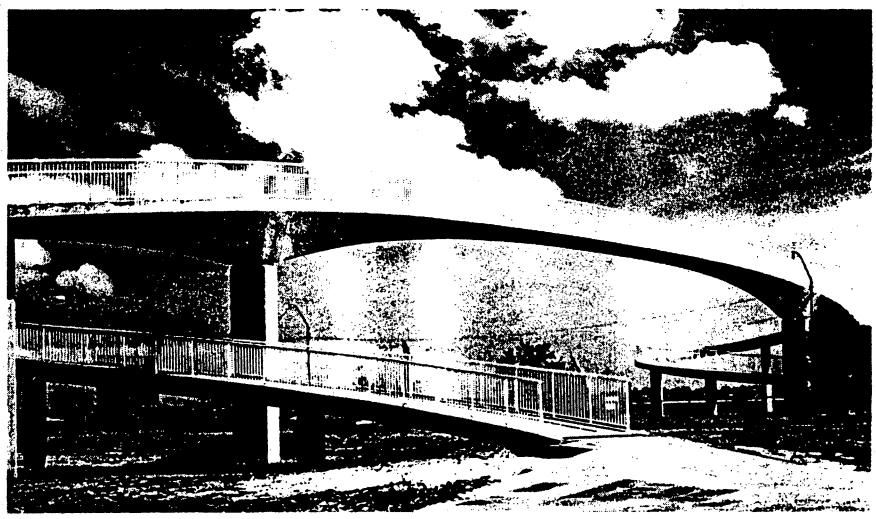
FIGURE 10
Pedestrian bridge connecting buildings in Bandai City, Niigata, Japan.



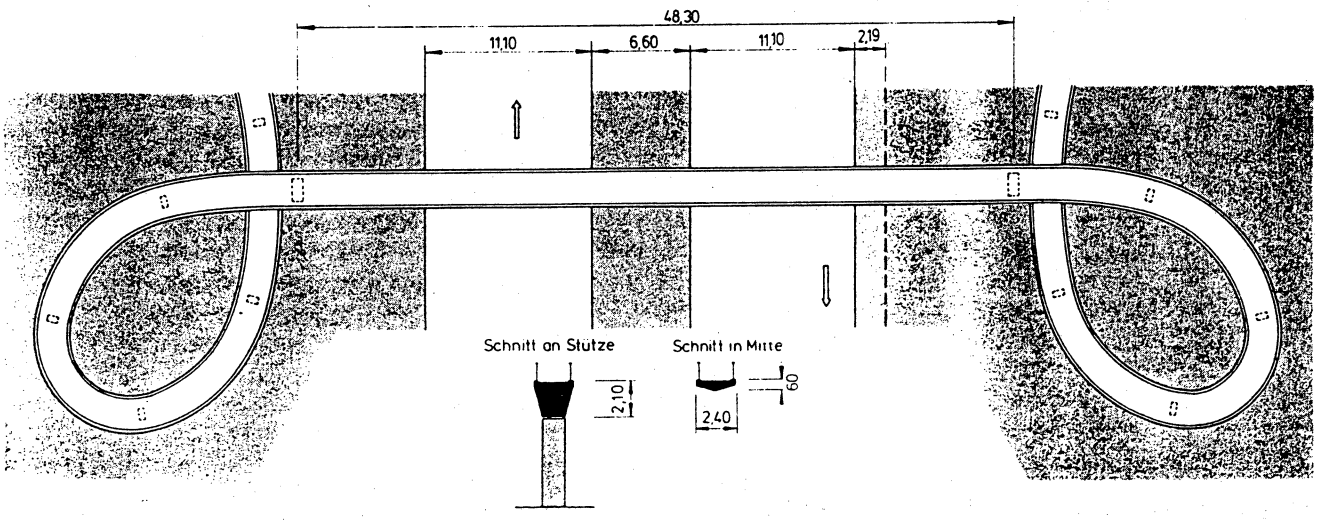
ıtigkeit begeistert ist. Alle Linien verlaufen in lang ezogenen Kurven mit stetigen Übergängen – nir- ds ein Bruch des eleganten Fließens. Das Geländer eitet das überschlanke Tragwerk fast schwerelos, je- achte Stab ist kräftiger als die Zwischenstäbe, was ein g Unruhe in das transparente Geländerband bringt.

sehr es bei solchen Wendelrampen auf den Quer- itt ankommt, zeigt ein Vergleich mit der Wendelrampe Stockmannsmühle für den Weg über die Bundes- e 326 in Wuppertal (Bild 8.45). Anstelle des Trapez- schnitts ist hier ein T-Querschnitt mit vertikalen Steg- en gewählt worden, der das Tragwerk schwer er- einen läßt. In der Führung der Krümmungen sind Un- gkeiten, die zusätzlich störend wirken.

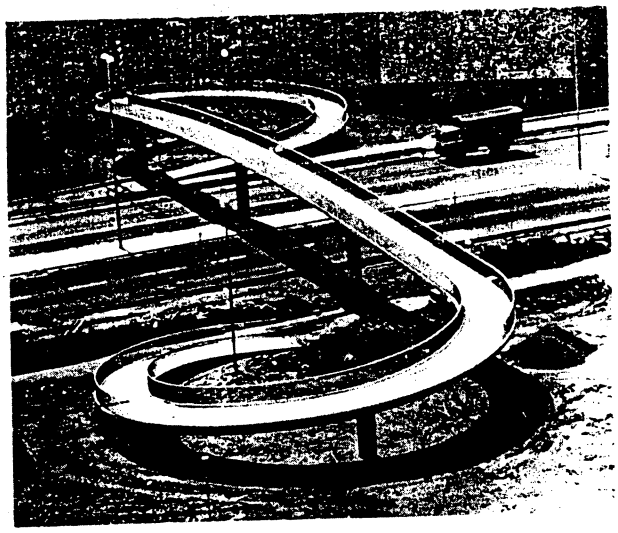
den schlanken Überführungen über den Schloßpark- in Karlsruhe konnten die Rampen geradlinig in die rstraße geführt werden (Bild 8.46). Von den Stützen



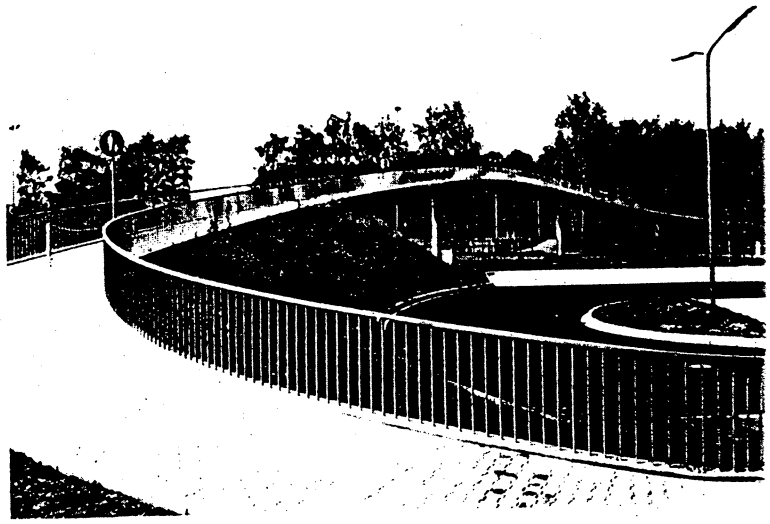
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8.41

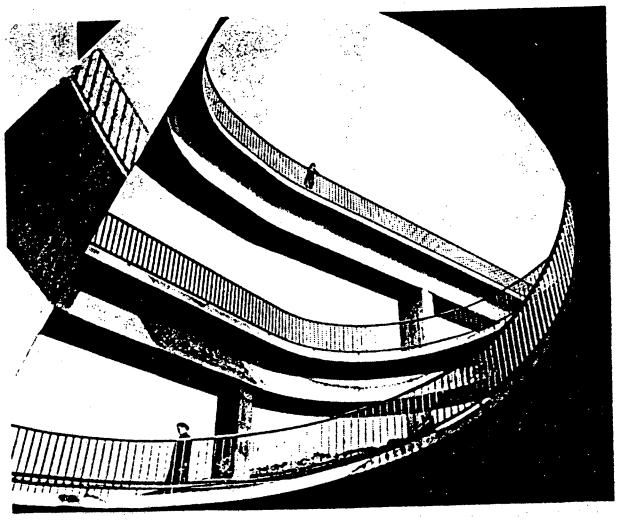


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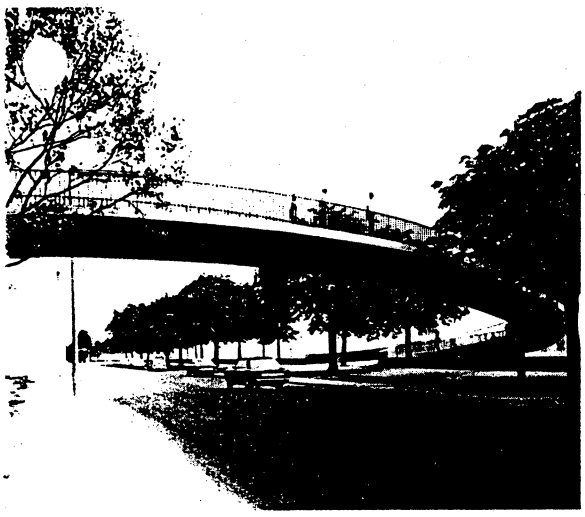
8.41 Wendelrampe an der Brücke über die Himmelgeisterstraße in Düsseldorf.
8.42 Fußgängerbrücke an der Nürnberger Straße, Düsseldorf.
8.43/8.44 Elegante Fußgängerbrücke, Hardy Street foot bridge, in Perth, Australien.
8.45 Weniger gelungene Wendelrampe in Wuppertal.

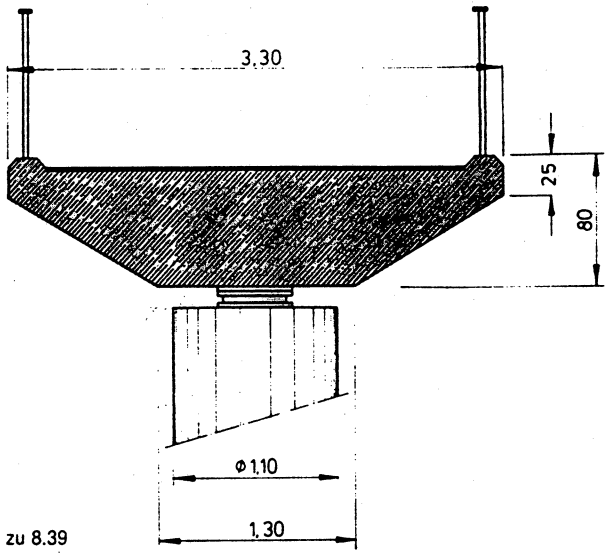
8.41/8.42 Helical ramps at overpasses in Düsseldorf.
8.43/8.44 Elegant prestressed concrete overpass bridge, (Hardy Street) in Perth, Australia.
8.45 Curved ramps in Wuppertal – not very pleasing.

An anderer Stelle schwenkt der Fußweg auf die überführte Straße ein (Bild 8.39). Der Spannbetonbalken mit trapezförmigem Querschnitt ist schon über der Straße gekrümmt. Wieder sind die Stützen unauffällig schlank. Die Brücke läuft fast wieder bis auf Null aus, das heißt am Ende steht nur ein kleines Widerlager, um auch dort Masse zu vermeiden. Bei solchen Fußgängerbrücken ist es wichtig, daß sie fast bis zum Boden auslaufen und nicht zwischen hohe Dämme und Widerlager eingeklemmt werden.
Wenn kein Raum für lange gerade Rampen vorhanden ist, dann kann man mit Wendelrampen einen schönen Aufgang schaffen, wie dies erstmals an der *Theodor-Heuss-Brücke* (Nordbrücke) in Düsseldorf geschah (Bild 8.40). Wieder beruht das schlanke Aussehen auf der guten Proportion zwischen dem Gesims und der restlichen Höhe des Trapezquerschnitts. Auch hier trägt das bescheiden geformte Geländer mit nur gleichen dünnen vertikalen Stäben zur schönen Wirkung bei.
Ähnliche, in der Krümmung sehr weitgespannte Wendelrampen hat die Brücke über die Himmelgeister Straße (Bild 8.41). Auch die Brücke über die Nürnberger Straße zeigt den Düsseldorfer Stil in einer anderen Variante – stets mit stetigem Krümmungswechsel aller durchweg parallelen Linien (Bild 8.42).
Die wohl schwungvollste Fußgänger-Überführung mit Wendelrampen (Neigung 10%) steht in Perth, Australien (Bilder 8.43 und 8.44) (Ingenieur K. C. Michael). Die sechsspurige Autobahn ist mit $\ell = 48$ m frei überspannt, die Stützen sind 8 m vom Straßenrand zurückgesetzt – man scheute sich nicht vor der vergrößerten Spannweite. Kräftige, 1,8 m hohe Vouten über den Stützen erlaubten es, den Spannbetonbalken über der Mitte der Straße mit 60 cm so dünn zu machen, daß man beinahe an der Tragfähigkeit zweifelt und dennoch von der



At another place the footpath turns into the direc street below (fig. 8.39). The precast concrete be pezoidal cross-section, begins to curve over The supporting piers are again slender and th conspicuous. The bridge ramp continues to a height, so that at the end a small abutment is avoiding mass even there. At such pedestrian b important that they continue almost to the grou not squeezed between high solid ramps and a If there is no space for long straight ramps, the achieve a good access with helically shaped used for the first time at the Theodor Heuss Bric seldorf (fig. 8.40). Again the slender appearanc a good balance of proportions between the fas remaining depth of the trapezoidal cross-se modest railing of identical thin vertical steel ba utes to the pleasing appearance.
The bridge crossing the Himmelgeister Stree spans and similar helical ramps (fig. 8.41). The the Nürnberger Street is also a variation on the style, and has steadily changing curvature with edges parallel (fig. 8.42).
The most "floating" pedestrian overpass ramps stands in *Perth, Australia* (fig. 8.43 anc signed by K. C. Michael). The six-lane freeway in one span of 48 m, and the piers stand 8 m edges of the lanes, not fighting shy of increasi length. The sturdy haunches above the pi depth) allow a beam depth of 60 cm over the of the freeway, so thin that one almost doubts capacity, but is nevertheless impressed with i All lines run along smooth curves with steac with no break of the elegant flow. The balust the overslender structure almost as though th gravity, every eighth bar is thicker than the tween, which does cause a little unrest in the grid.
How significantly the type of cross-section aff pearance of such curved ramps is illustrated b ison with the ramp at the *Stockmannsmühle* f ing on federal highway 326 in Wuppertal (f stead of a trapezoidal cross-section, a T-shap vertical webs was chosen here, which gives a The curvature does not change steadily and t ded disturbing feature.
At the slender overpasses over the *Schloss Karlsruhe*, it was possible to lead the ramps the crossing (fig. 8.46). Long flat haunches the top of the columns, propping up the thin c which is continuous over the total length. O derline the slenderness effect here by painti

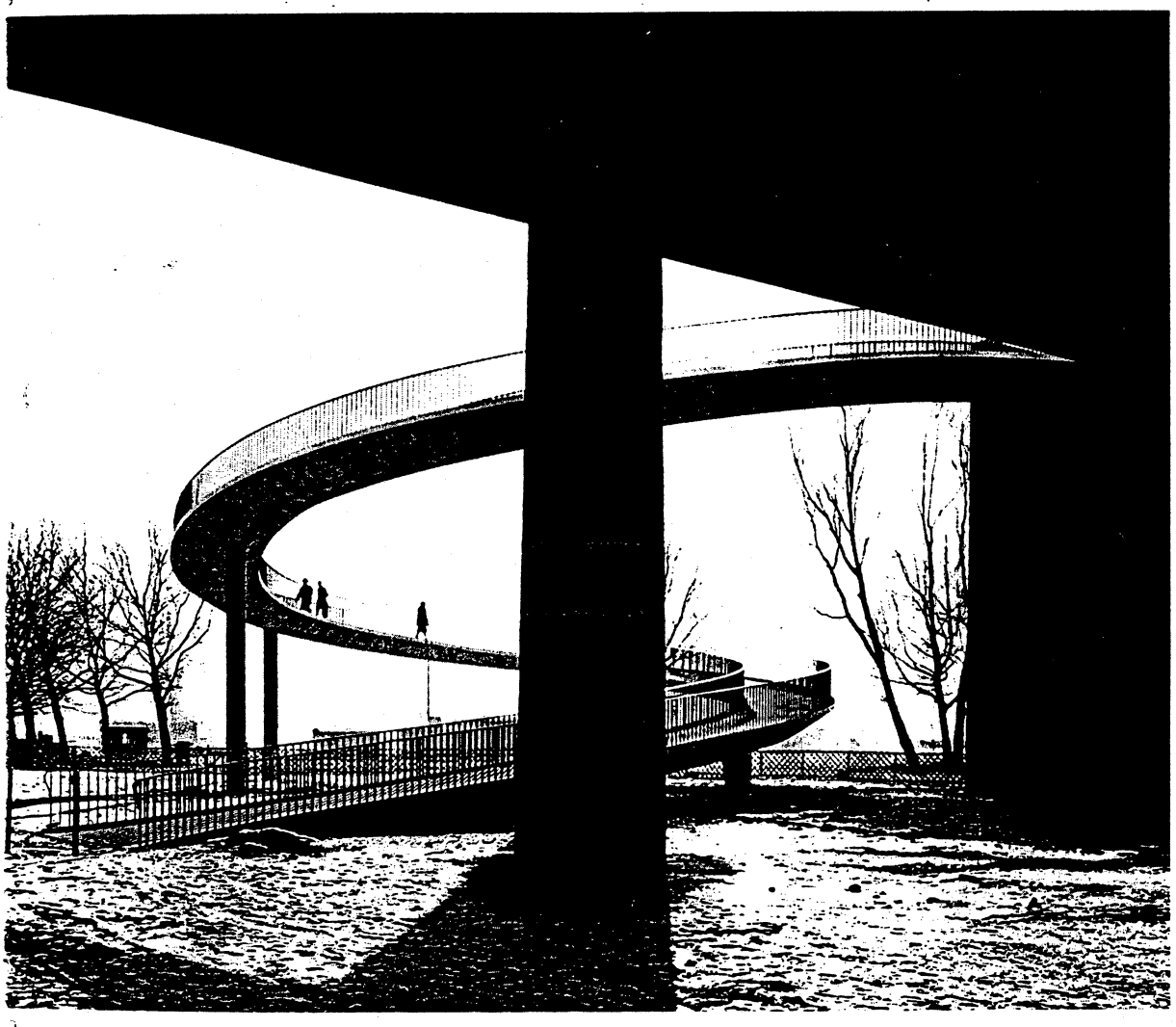




zu 8.39

8.39 Fußgängerbrücke am Nordpark in Düsseldorf.
8.40 Wendelrampen für Fußgänger, hier an der Theodor-Heuss-Brücke in Düsseldorf.

8.39 Curved overpass in Düsseldorf, concrete.
8.40 Helical ramps for pedestrians at a Rhine bridge in Düsseldorf.



e Düsseldorfer Stege gehören dazu – dank der künstle-chen Beratung durch F. Tamms. Soweit die Bebauung s erlaubte, wurden hier die Rampen mit mäßiger Stei-ng weit ausgezogen und die Straße mit einem äußerst lanken Balken (max. $\ell:h = 50$) überspannt (Bilder 8.37 8.38). Der Ausrundungsradius ist mit R = 310 m groß Im Querschnitt haben wir einen schmalen stäh-en Kastenträger, über den die Platte beidseitig weit kragt. Das 20 cm hohe Gesims ist hell, der Balken nkel gestrichen, um die Schlankheit zu betonen. Das ander verschwindet fast gegen den Himmel. Die Stüt-n sind sehr schlank, so daß man sie beinahe suchen ß. So schwebt das dünne Band leicht und frei hinüber. solchen überschlanken Stahlbrücken muß genügend

The overpasses of *Düsseldorf* belong to the best, thanks to the artistry of F. Tamms. The ramps were extended with a slope up to 12% as far as the neighbouring buildings allow and an extremely slender beam was spanned across the street (fig. 8.37 and 8.38). (Span to depth ratios down to 1:50 were used). The radius for the vertical alignment was chosen as large as 310 m. The cross section of the beam shows a narrow steel box from which the deck slab cantilevers far to both sides. The 20 cm fascia is brightly painted, the beam dark, to emphasize the slenderness. The railing almost disappears against the sky. The columns are so slender that one must search for them and so the thin fascia ribbon floats light and free over the street. In such extremely light and slender steel bridges one must

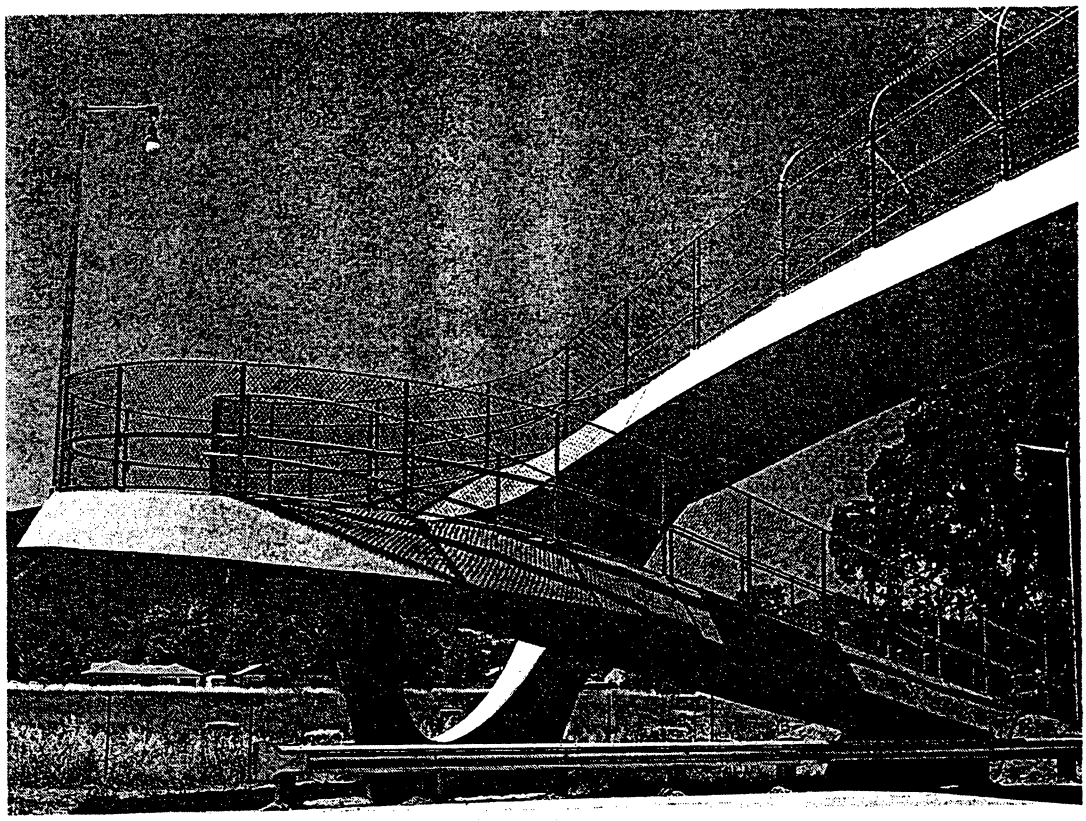


FIGURE 14 Oak Manor Pedestrian Overcrossing, Mendocino County, California.

tent textured panels. Precasting panels 4 in. m) thick with exposed coarse aggregate faces ısing them as the front form of the wall creates eresting effect and saves on form costs.

ESTRIAN STRUCTURES

lestrian bridges are regarded as minor projects in lge designer's repertoire, but they are aesthetically tant and have a solid impact on the aesthetics of ighway. Some ugly pedestrian structures have built with a flight of stairs at each end and a ht box truss across the roadway.

lestrian structures lend themselves nicely to a ai·· design that seems to float across the space. ɜ very thin pedestrian structures have been built rope, where the deflection restrictions are not as as they are in the United States. Our required de- ɔn ratio of 1:1,000 results in a somewhat stiffer ɪure, but there is ample opportunity for artistic ex- . Steps are no longer used, but long, straight

dren from walking on top of the cage. A light, galvanized 2-in. (5-cm) mesh seems to be the best material. Clear plastics have been tried, but they ended up dirty, with scratched-in initials and other graffiti. Efforts have been made to make the fence less objectionable by making the supports in a wishbone pattern or framing the fence into panels. These help the appearance, but still an unsightly fence must be tolerated as long as some individuals find pleasure in dropping things on passing cars. It is also essential that the sides be visually open down to the deck surface so that there are no concealed areas.

SIGN BRIDGES

Another source of pain to the designer is signs mounted by traffic engineers on an otherwise beautiful bridge. Here again, the facts of life seem to govern. Sign bridges are expensive, so it is often necessary and logical to use bridge structures to hold directional signs. One concession that can usually be required is



FIGURE 5 Beijing River Bridge, Guang Zhou, Guang Tong Province.

combine straight lines and curved lin
lines and soft lines in rhythm and ha
the rhythm of strength and grace be
achieved.

The composition of a bridge conta
the lines of the members, but also t
closed surfaces or masses and their
ors, all of which deserve careful stud



**FIGURE 6 Ye
Bridge, Ji Nan,
Province, the fi
stayed bridge c
in China.**

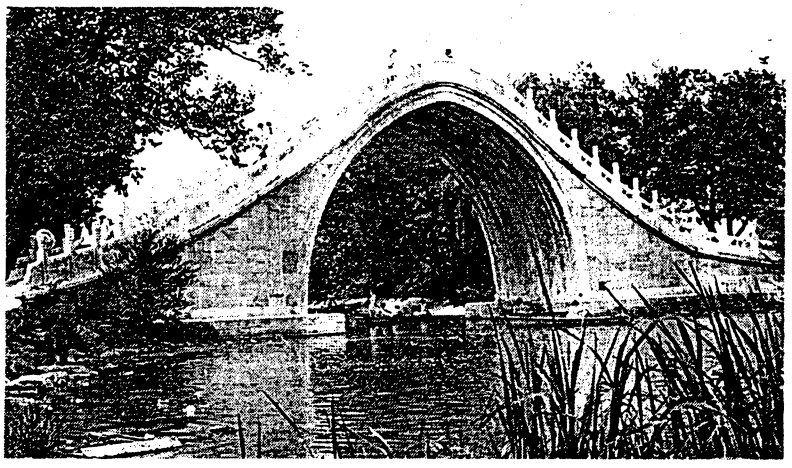


FIGURE 7 Jade Belt stone arch bridge, Summer Palace, Beijing, considered by some to be the most splendid and charming of its type in the world.

Although not so evident as in a painting, the emotion of the bridge designer can be reflected in the form of the structure.

Curved lines suggest soft features, but fluent variation always gives us pleasure. The bridge of curved lines, such as the arch or suspension bridge, looks

Beat and Rhythm

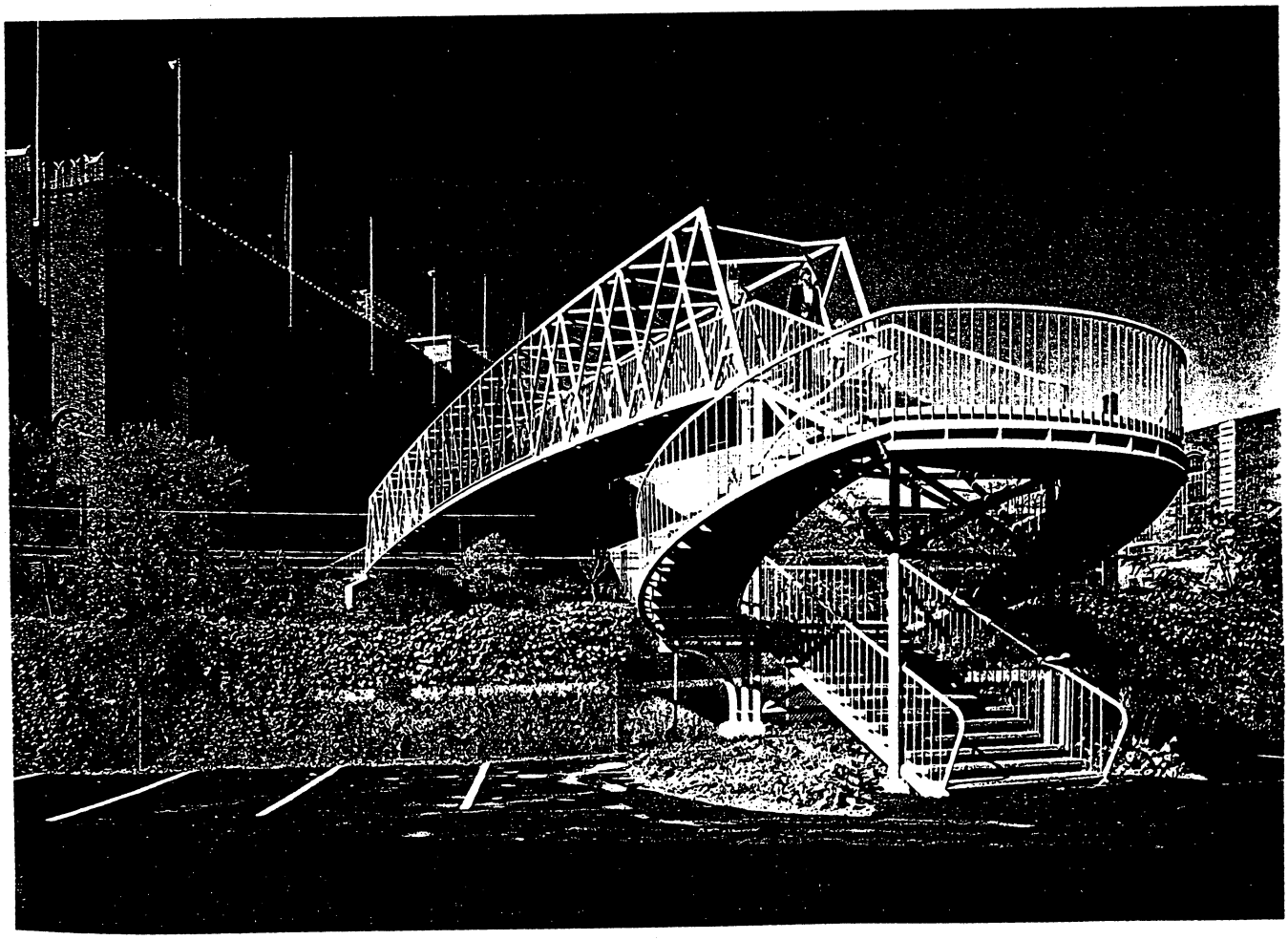
Vitruvius indistinctly related archite
and by the beginning of the twentiet
the fashion to consider architecture c
sic. Some have said that architecture
music and music was flowing archite
the latter is open to debate. These tw
based on different materials, means,
certain aesthetic principles appear to
both. In both music and architecture
ery type of work that can be conside
rhythm is the quintessence of aesthe

Rhythm permeates all of human li
meaning. The pulsing of the heart a
the lungs are slow when one is sad c
normal or a little quicker when one i
and rather fast when one is excited, a
On a broader scale, we notice rhythn
setting of the sun, the transition from
ter, and the inexorable passage from
Rhythm is perceivable in the inner re



TENNESSEE DEPARTMENT OF TRANSPORTATION

PLATE 25 State Route 62 over White's Creek, Morgan County, Tennessee.



UNIVERSITY OF PENNSYLVANIA

PLATE 26 University of Pennsylvania Recreation Bridge, Philadelphia.

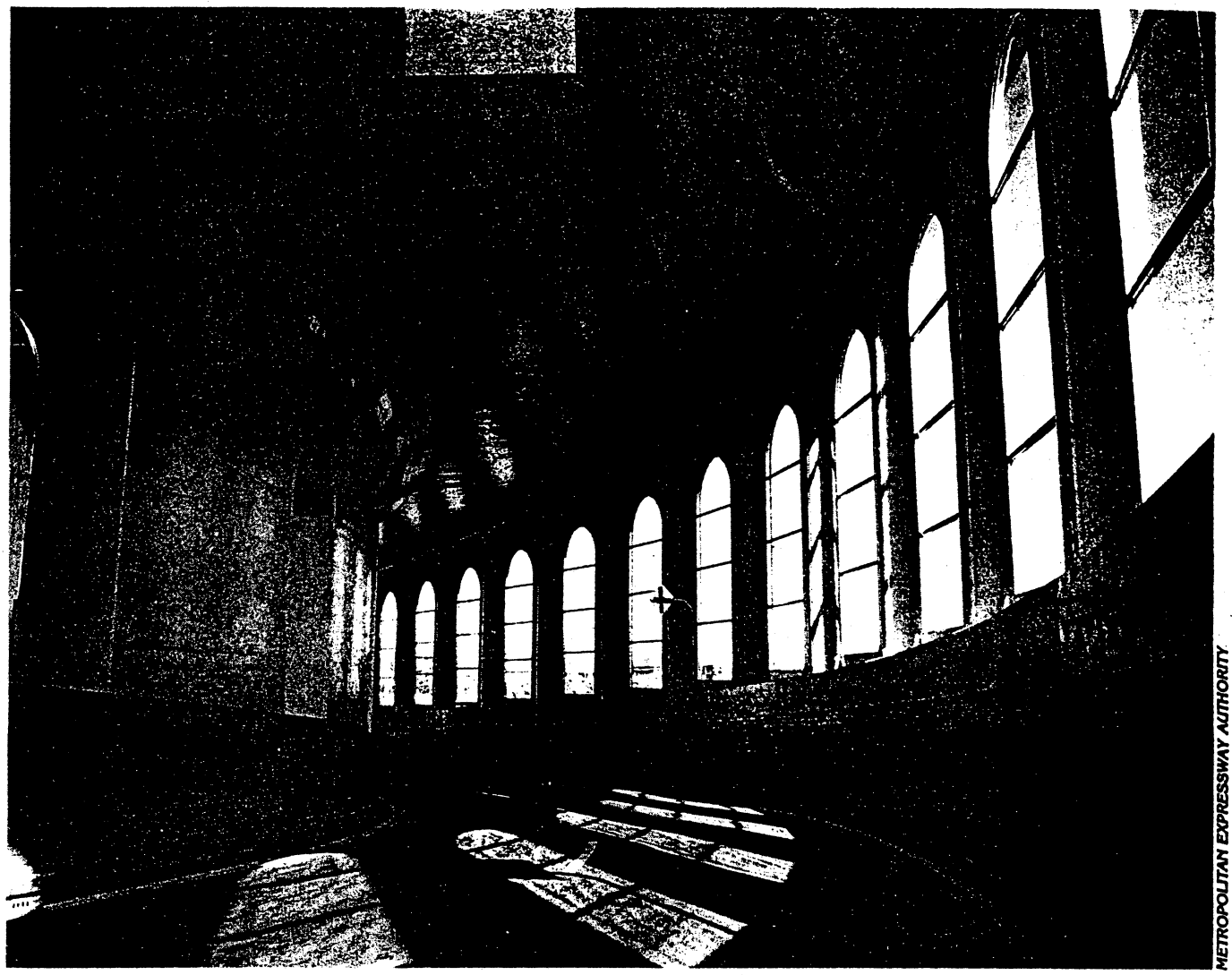


FIGURE 5 Interior surface treatment, Kahei Ramp.

It is obvious that uniqueness is not an aesthetic value. Nevertheless, the innovative design of the Kahei Ramp (which brings to mind the Roman Colosseum) is not only functionally sound, but also a unified and reasonable structure.

ACKNOWLEDGMENTS

Appreciation is expressed to the Komai Iron Works for furnishing one photograph (Figure 1) and to the Metropolitan Expressway Authority for furnishing four photographs (Figures 2 through 5).

REFERENCE

1. B. J. Allan. Some Notes on Significance of Form in Bridge Engineering. *Proceedings of the Institution of Civil Engineers*, Part 1, Vol. 60, 1976, pp. 79–94.

Pedestrian Bridges in the City

YOSHIO NAKAMURA and YOICHI KUBOTA, Japan

Japan has had a long history of foot traffic, which characterizes the spatial quality of its cities. The street environment could be considered a seedbed that has nourished many vivid daily experiences. Almost everyone took for granted the freedom to walk with safety in the streets, without fear of vehicular traffic. The delicate configurations of the terrain and the expressive vegetation of the mild climate give birth to seasonal changes enjoyed by people attuned to the scenic beauty. Bridges for pedestrians and vehicular traffic were placed across rivers and canals that were filled with boat traffic moving freight and people upstream and downstream. These spots became points of both natural interest and human activities. Consequently, spaces on and near a bridge tended to be spectacular places, attracting people and commerce to form marketplaces or plazas before the modern systems of society were introduced in the Meiji Era in the 1860s (Figure 1). This humanized image of bridges for people has been revived in recent years along with efforts to improve the urban environment for pedestrians.

Rapid motorization after the 1950s caused a deterioration of the street environment. Pedestrian space in cities diminished. The prevalent planning and design concept in the 1960s was "separation of pedestrians and vehicles." This movement was based on the findings about the Radburn System by C. A. Perry in 1928 and a report by Colin D. Buchanan in 1963 (*1*). Since the late 1960s, pedestrian bridges have been rapidly constructed to replace crosswalks on the streets, especially in Tokyo, by the Amelioration Project of Facilities for Traffic Safety. This project was designed to cope with the motorization caused by economic growth, and it contributed greatly toward the decrease in vehicle-pedestrian traffic accidents. However, the stairways of crossover bridges were physical obstructions, especially for the aged or handicapped and for bicycles, baby carriages, and wheelchairs. Moreover, many had complained that the crossover bridges, designed for function and economy and primarily to facilitate the movement of vehicular traffic, resulted in bridges that disturbed the townscape. Because of such criticism, bridge designers and engineers in the late 1970s realized the need to construct pedestrian bridges that enhanced the city environment.

Hasune Crossover Bridge (Figure 2), completed in 1978, is one of the first elaborate works in Japan. It consists of curvilinear steel box girders connected in plan to an equilateral triangle with a round hole at its center. It crosses over a large intersection of major streets near several housing developments. Contrived to appear slender, the bridge provides a tense atmo-

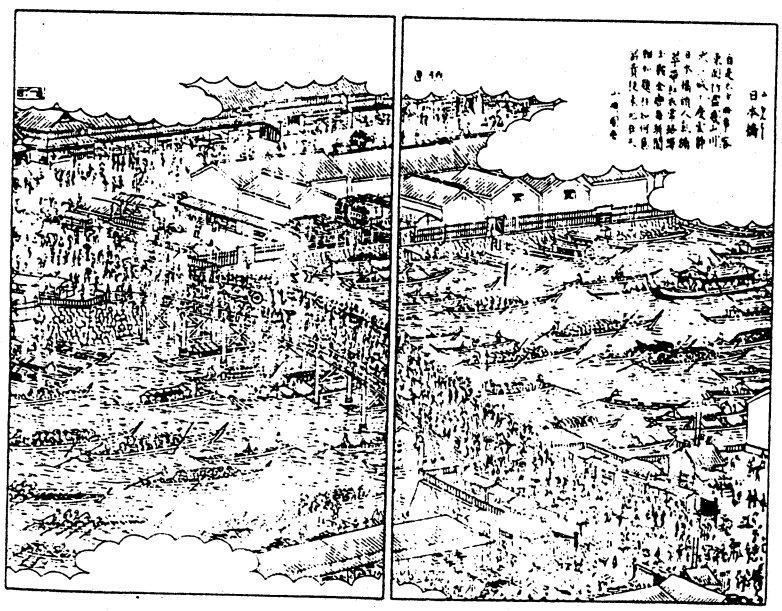


FIGURE 1 Old print of the scenery at Nihon Bashi (Japan Bridge) in Edo (present Tokyo) [from *Edo Meisho Zue (Places of Interest in Edo)*, published early in the nineteenth century].

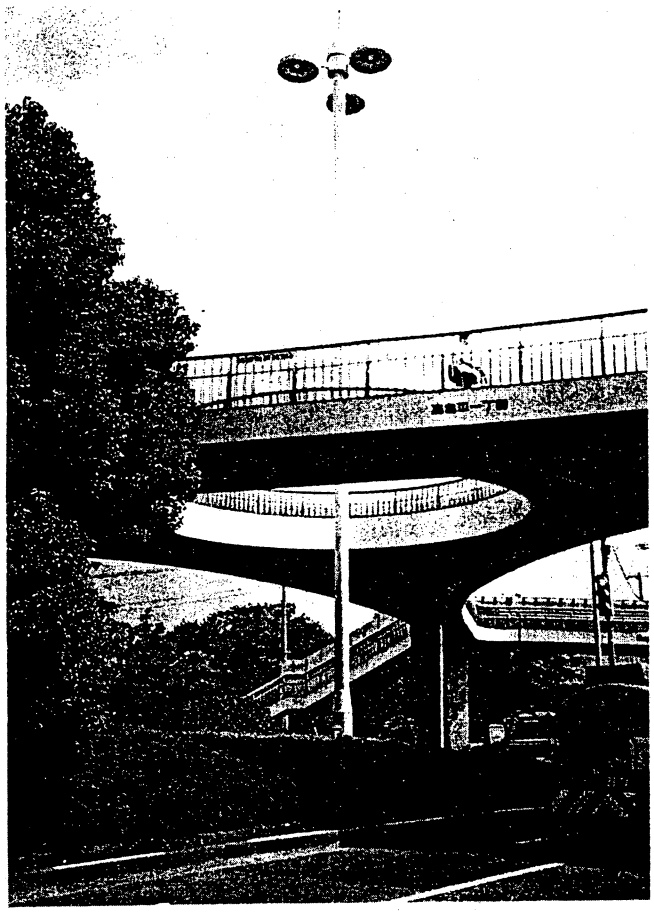


FIGURE 2 Hasune Crossover Bridge, Japan.

sphere with its fine form. It was designed to take into account the surrounding environment. Trees and shrubs are planted around its piers, which stand on traffic islands, and the pattern in the bridge pavement is arranged so that children can play stepping-stone games. Benches were placed on the bridge at its wide corners, and Braille tapes were attached to railings for the convenience of the visually handicapped. Gentle slopes (i.e., ramps) were provided beside the stairways. The concept of designing a pedestrian bridge as a community plaza gave birth to innovative trends in bridge design in Japan. One of these new trends evolved in the so-called New Towns, which were planned to separate pedestrian and vehicular traffic.

NEW TOWNS

Since 1960, rushing waves of urbanization compelled people to live in suburban areas, and many housing projects called "New Towns" were developed by public corporations and private companies around large cities. The Housing and Urban Development Corporation, formerly Nihon Jataku Kodan (Japan Housing Corporation), led in developing the concepts for the planning and design of pedestrian space. Primarily, this concept required separation of pedestrians and vehicles.

Tama New Town is the largest of these planned cities in Japan, lying on the hillside areas between 25 and 40 km (15.5 and 25 mi) west of the central district of Tokyo, with a planned future population of 310,000. The rolling topography of the Tama Hills required engineers to build many bridges on the network of pedestrian streets, which were completely separate from the streets carrying vehicular traffic (*2, 3*). Construction of bridges in Tama New Town began about 1970. About 90 bridges have been constructed at present, with plans for up to 150. Approximately 90 percent of the completed bridges are exclusively for pedestrians. In the transition of the design concepts for these bridges, three periods can be identified. They can be compared with the transition in the planning theory for community blocks and park systems.

In the first period, from 1970 to 1975, bridges were designed and constructed in a Spartan way, that is, to be functional and economical only. One by one, they were constructed over the major streets of the cities experiencing the most pedestrian traffic accidents. This point-by-point construction resulted from the segregated and staged plan of community blocks based on the Neighborhood Theory, in which the allotment of parks and pedestrian ways was short of a regional point of view.

The second period, from 1975 to 1980, was characterized by the pursuit of a formative variation for each bridge. The structural aesthetics of each individual bridge was considered one of the major factors in enhancing the nodal points located along the pedestrian networks. Pedestrian ways evolved into the park systems, which were planned at the regional level. However, adventurous shapes for bridges did not emerge because of economic conditions.

Under these circumstances, the pedestrian decks built in front of Tama Center Station (Figure 3) in 1979, composed of multiple reinforced concrete beams of light proportion, can be regarded as representative of this period. The deck was furnished with neatly designed street furniture, and the underside was painted with a light color. This design became the prototype for pedestrian decks in front of railway stations in later years.

The third period was from 1980 to 1985, when a keen awareness of the environmental quality of urban

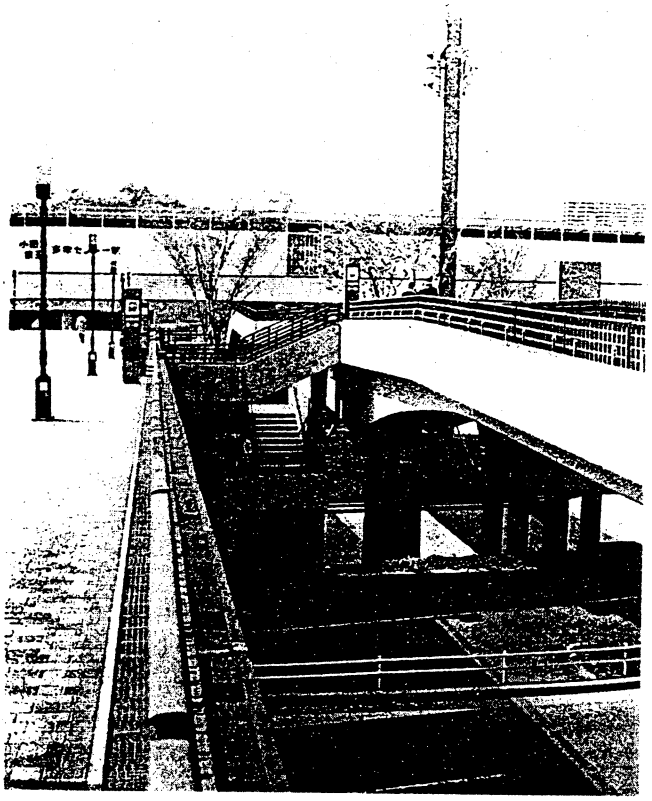


FIGURE 3 Tama Center Oh-hashi (main bridge at Tama Center District), Japan.

torical area of Tama Hills and the newly developed areas, and it symbolizes the connection between the two cultures.

Tsuru no Hashi (Crane Bridge), shown in Figure 5, is a masterpiece, also completed in 1983. It is a cantilevered prestressed concrete bridge with a sharp and dynamic form. Drivers heading to the lake area north of Mt. Fuji view this bridge as a landmark as they pass beneath it. The high abutment walls function as barriers, ensuring the privacy of adjacent houses. This bridge was awarded the Tanaka Prize by the Japan Society of Civil Engineers (JSCE) in 1986.

Summing up, these three design philosophies correspond to areas developed in Japan during each period. The first period (1970 to 1975) was function oriented, to ensure pedestrian passage separate from vehicular traffic along with strictly economical construction. The second period (1975 to 1980) was form oriented, pursuing moderate structural evolution and attempting to enhance the scenic beauty by introducing bridge aesthetics. This phase repeated the experience of the 1920s, when the modern technology of Japanese bridge engineering came into its own. The third phase (1980 to 1985) was environment oriented, emphasizing the importance of land use planning in

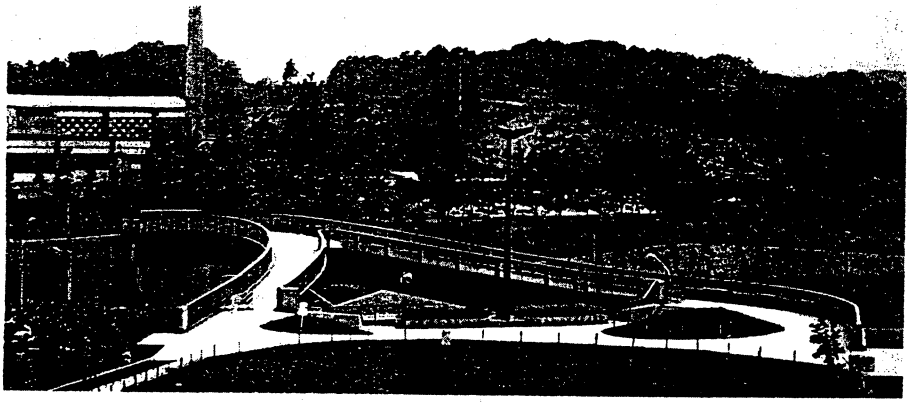


FIGURE 4
Y-shaped bridge.

spaces was shared by people in general. Finely sophisticated finishes were applied to bridge surfaces as an independent challenge to structural variations. In addition, adjoining land uses, background landscape, bridgehead plazas, and spaces on the bridge were all taken into account as factors for environmental design.

The single-span Y-shaped bridge shown in Figure 4, as yet unnamed, is an elegant adventure in curvilinear box girder design made of weatherproof steel. It was built in 1983. This bridge is located between the historical area of Tama Hills and the newly developed areas, and it symbolizes the connection between the two cultures.

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The present stage of bridge design may be characterized as a comprehensive scheme—in short, the "contextual approach." This design philosophy incorporates the spatial, social, and historical meanings of a place, as well as the design theme of a town. As a result, various unique bridges have been built.

Tsukuba New City is a unique place, exclusively planned for the concentration of scientific research in-

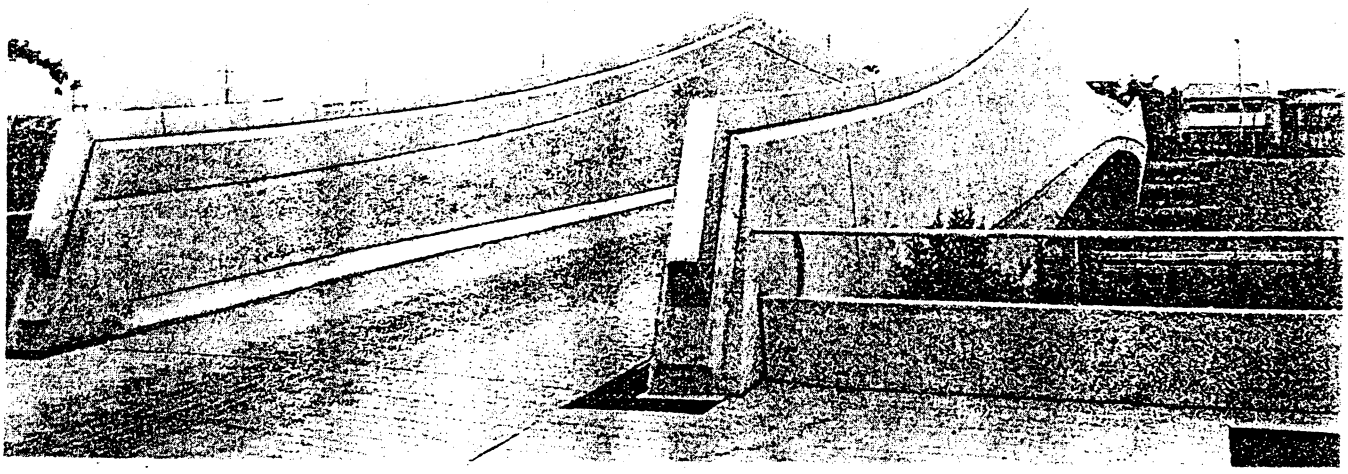


FIGURE 5 Tsuru no Hashi (Crane Bridge), Japan.

stitutes under the auspices of the government of Japan. This experimental city, designed in a modernistic way, has a systematic network of pedestrian ways similar to those in Tama New Town (*4*). Several structural types have been used to span the streets where pedestrians must cross roadways with heavy vehicular traffic.

In the central zone of this town, an artistic ambience has been introduced for the enrichment of daily life, in contrast with the academic and technical activities of the governmental institutions. Sakura Oh-hashi (Cherry Blossom Large Bridge), shown in Figure 6, is itself a kind of sculpture. The profile of the bridge has the shape of a sailboat, a theme derived from the image of a sailboat floating on nearby Lake Kasumigaura. A monumental obelisk forms the mast, and the hull is patterned after the bending moment required for the girders. Stone sculptures modeled after Mt. Tsukuba and the rippling waves at Kasumigaura adorn the bridgehead plazas.

The unnamed No. 36 pedestrian bridge (Figure 7) is juxtaposed with Sakura Oh-hashi at a distance of one block. It has, in contrast, a sharp appearance, al-

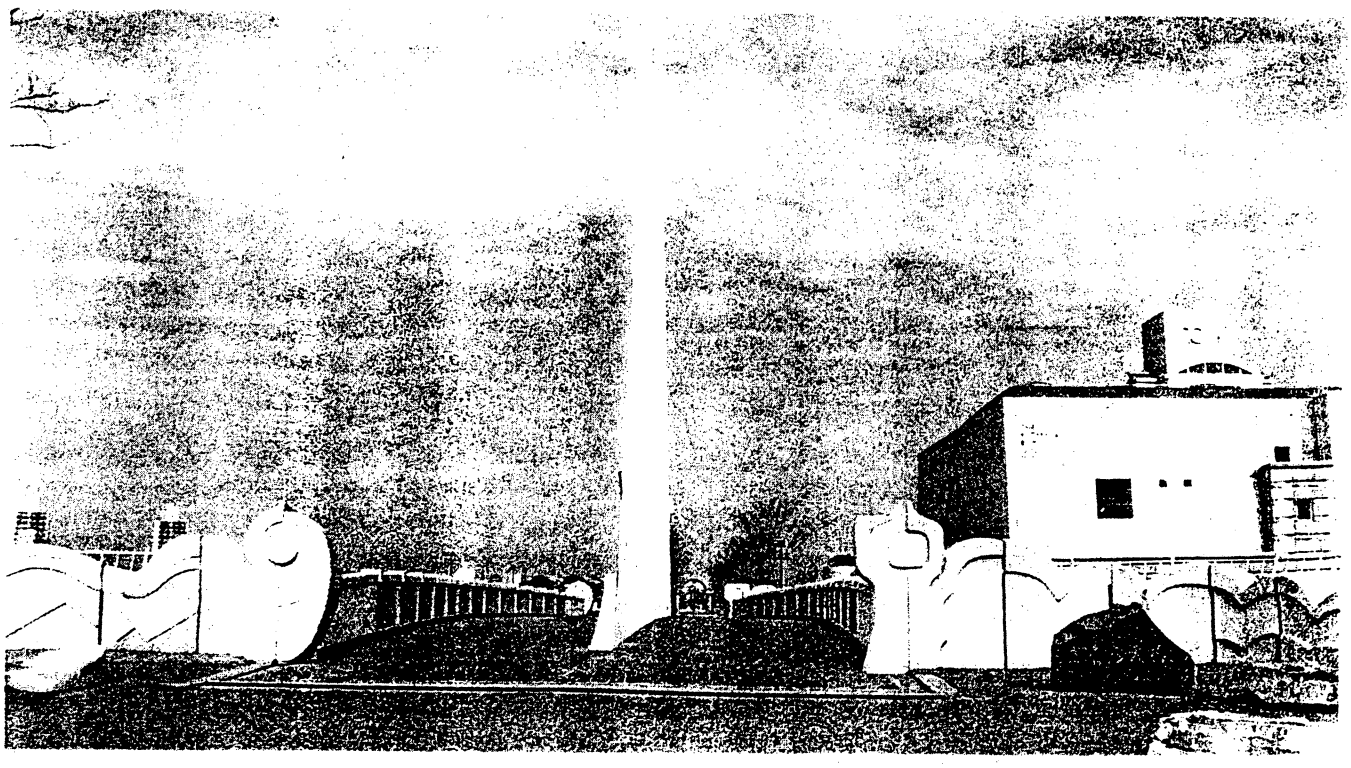


FIGURE 6 Sakura Oh-hashi (Cherry Blossom Large Bridge), Japan.

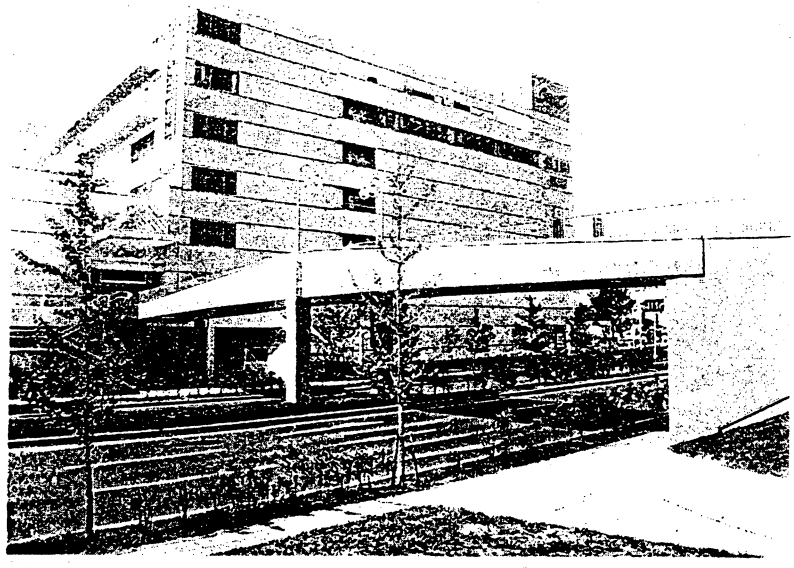


FIGURE 7 No. 36 pedestrian bridge, Japan.

though it is the same structural type as its neighbor. This bridge is architecturally coordinated with the buildings in the background (Figure 8), as well as with the pedestrian decks in the development districts.

OPEN SPACES

The reevaluation of pedestrian space in highly built-up cities, stimulated by the experience in New Towns, required pedestrian ways to be elevated to ensure pedestrian safety. Such a contrivance is necessary for plazas in front of railway stations that experience heavy traffic congestion. Along with redevelopment adjacent to railway stations, usually forming the central business districts, pedestrian decks have been introduced featuring spaces symbolizing the renewal of urban environments in the 1980s.

In front of the Ageo Station in Saitama Prefecture, about 30 km (18.5 mi) from Tokyo, a well-designed pedestrian deck was opened in 1983 (Plate 33). The structural features of this deck are fairly humble. Steel box girders are covered by finely welded plates with flush surfaces. Refinements for pedestrians, such as benches, planters, Braille tapes on handrails, automatic vocal guiding systems for the visually handicapped, and an elevator for wheelchairs, are prudently arranged.

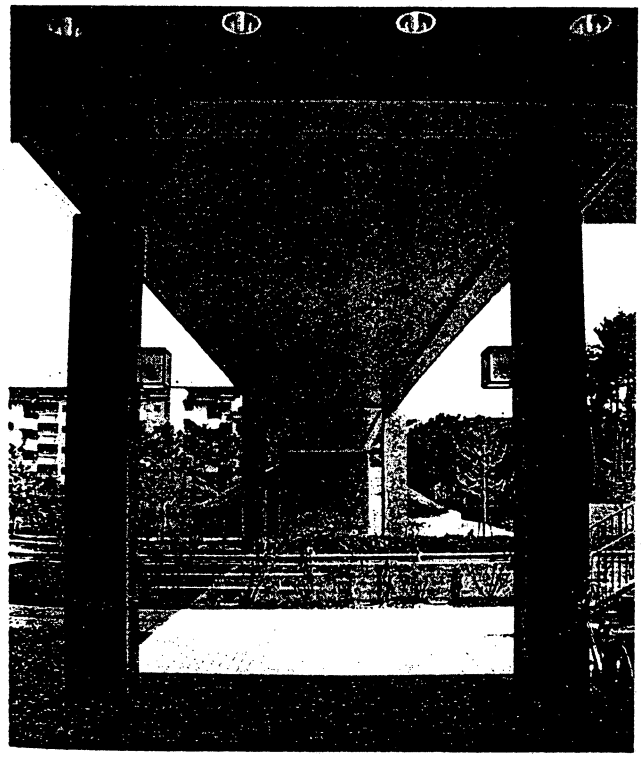


FIGURE 8 Underview of No. 36 pedestrian bridge. Piers are designed as gate of a building.

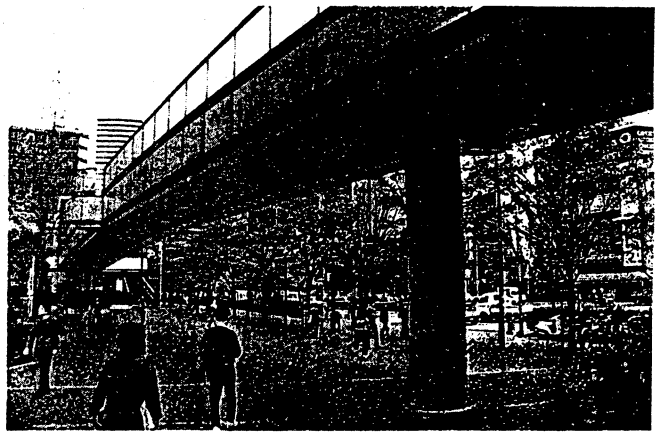


FIGURE 9 Pedestrian bridge connecting decks in Umeda Redevelopment District, Osaka, Japan.

Provision for refined pedestrian spaces has become a common-sense element in redevelopment projects. Architectural fusion of the visual qualities of bridges and buildings, including plantings, is an important theme in designing pedestrian bridges or decks. The bridge in the Umeda Redevelopment District in front of Osaka Station is sophisticated (Figure 9). Its beam is invisible, because it is finished like the walls and ceiling of the adjacent building. Cantilevered hemicylindrical balconies at the middle of the span contrast with the straight-line appearance of the bridge.

More commercialized pedestrian decks can be found in retail shopping areas. Bandai City in Niigata (Figure 10) is one such shopping center. Fancy arches for illumination and engraved external faces of reinforced concrete beams provide visual entertainment along the walk between the bus terminal, parking building, and department store.

The typical structural configuration for pedestrian decks is plain. However, additional features play a major role in enhancing the decks as open spaces. In several cases pedestrian bridges have been constructed with distinctive structural form, such as a cable-stayed bridge, to make its tower a symbol for the town. Regrettably, such attempts are rarely successful in densely built-up urban spaces except over wide rivers or major streets, because towers tend to be too conspicuous and inconsistent with the surrounding townscape of Japanese cities.

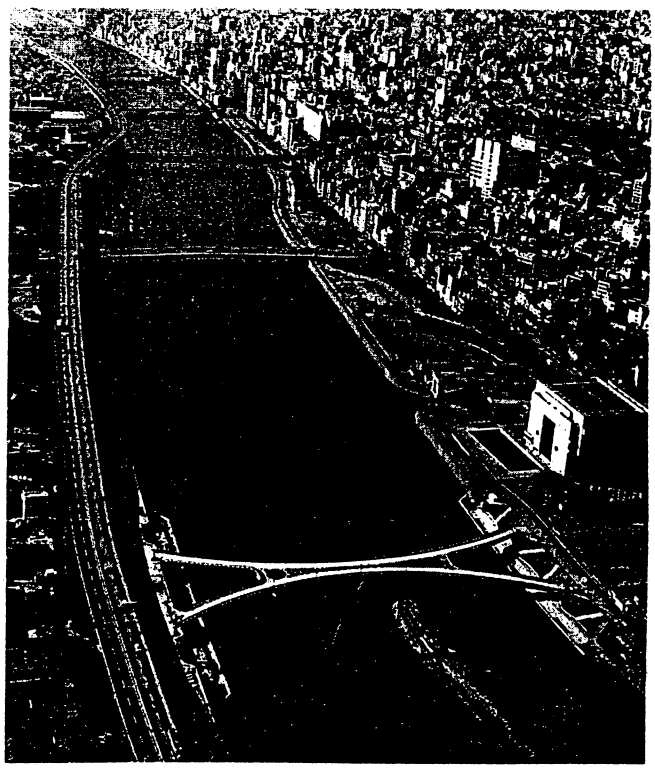
STRUCTURAL ENTERTAINMENT OR VISUAL PLAY

Recently, symbolic images have been required to satisfy the needs for mental and spiritual fulfillment, in consequence of the materialistic devastation of the physical environment. The desire for cozy experiences in urban spaces has also become one of the indispensable, intrinsic factors of environmental design in the 1980s.

Towers of cable-stayed bridges are a most attractive measure for expressing the new trends of environmental amelioration. The repetition of cables contrasts with the dreary mixture of an irregular townscape. A number of bridges of this type, with various tower shapes and cable patterns, have emerged with the expectation of providing visual interest. However, it is more interesting to observe examples of the transformation of conventional structures into charming styles by design elaboration.

An asymmetrical silhouette is the outstanding feature of Niji no Kakehashi (Rainbow Bridge), shown in Plate 34. Opened in 1984, it is located in Kuragaike Park, one of the largest parks in Toyota, the "city of automobiles," in the Aichi Prefecture. Its rhythmical steel arch form connects a sight-seeing farm with the peak of Mt. Wakakusa. It crosses over the valley prefectural artery, dividing the central zone of this park. This bridge was awarded the Tanaka Prize in 1985 by JSCE for its unusual shape and elaborate construction.

Another example of the variant arch bridge is Hisho Bashi (Soar Bridge, Plate 35), which crosses the old Yodo River (Oh-kawa) in Osaka. It was completed in 1984. On the right side of the river the viaduct of the Hanshin Expressway is visible. The proportion of the rise and span of this bridge was contrived to be lower than usual, to avoid visual interference at the end of the span. In the middle of the span, however, a supplementary arch with a high rise was adopted for both structural and aesthetic reinforcement. The arch ribs on both sides of this bridge have a basket-handle shape, slanted inward to a degree considered unobtrusive for pedestrians on the bridge. This design was introduced because arch bridges with parallel ribs of high rise appear to be unstable due to the apparent divergence of the ribs at the arch crown.



JAPAN SOCIETY OF CIVIL ENGINEERS

FIGURE 11 Aerial view of Sumida River and Sakura Bashi (Cherry Blossom Bridge), east of Tokyo.

Completed in 1985, Sakura Bashi (Cherry Blossom Bridge), or "X Bridge"—named after its unique X-shaped plan—crosses the Sumida River east of Tokyo (Figure 11). The X-shaped deck is supported by curvilinear continuous steel box girders divided into three spans. Because the Sumida River is one of the historic spaces in Tokyo, special considerations were required in designing this bridge. Its plan was designed to facilitate access to parks and places of interest along both riversides. Because there is frequent traffic by sight-seeing boats on the river, the girders are provided with flush surfaces by full-sectional welding. Transparent panels of reinforced acril-glass are installed in the railings. Illuminating devices are placed under the handrails, and slanting lampposts are attached to the outsides of the bridge (Plate 36). Paved with granite, the space on the bridge is elegantly connected to bridgehead plazas on the waterfront, like other famous bridges built about 60 years ago on the Sumida River and adjacent canals.

CONTEXTUAL APPROACH IN URBAN SPACE

Ito states that there was an underlying theme in the planning and design of bridges constructed in Tokyo in the 1920s, after the Kanto earthquake disasters (5). Within seven years, 425 bridges were constructed in the downtown areas on both sides of the Sumida River. This incredible experience not only advanced structural engineering and construction technology, it also contributed to the modernization of urban space in the large cities of Japan. Sixty years after their completion, some of these bridges have been removed. Others have been replaced with new ones with different forms. However, many of the remaining bridges have become part of the established urban environment. In other words, they possess a historical context and a unique identity.

In the 1980s, rehabilitation of these historic structures has become one of the important themes in urban design. If a bridge must be replaced for some reason, imaginative conservation techniques should first be applied to try and save the existing bridge. Sendan no Ki Bashi in Osaka (Figure 12) is one such bridge, designed with a familiar motif in its ornamentation. It also has a commemorative epitaph placed in the bridgehead space to honor its predecessors.

This contextual approach, which takes into consideration the historic nature of a place where a bridge is to be built, has been applied to some newly designed bridges. Osaka-jo Shin-bashi (New Bridge at Osaka Castle, Figure 13), between Osaka Castle and Osaka

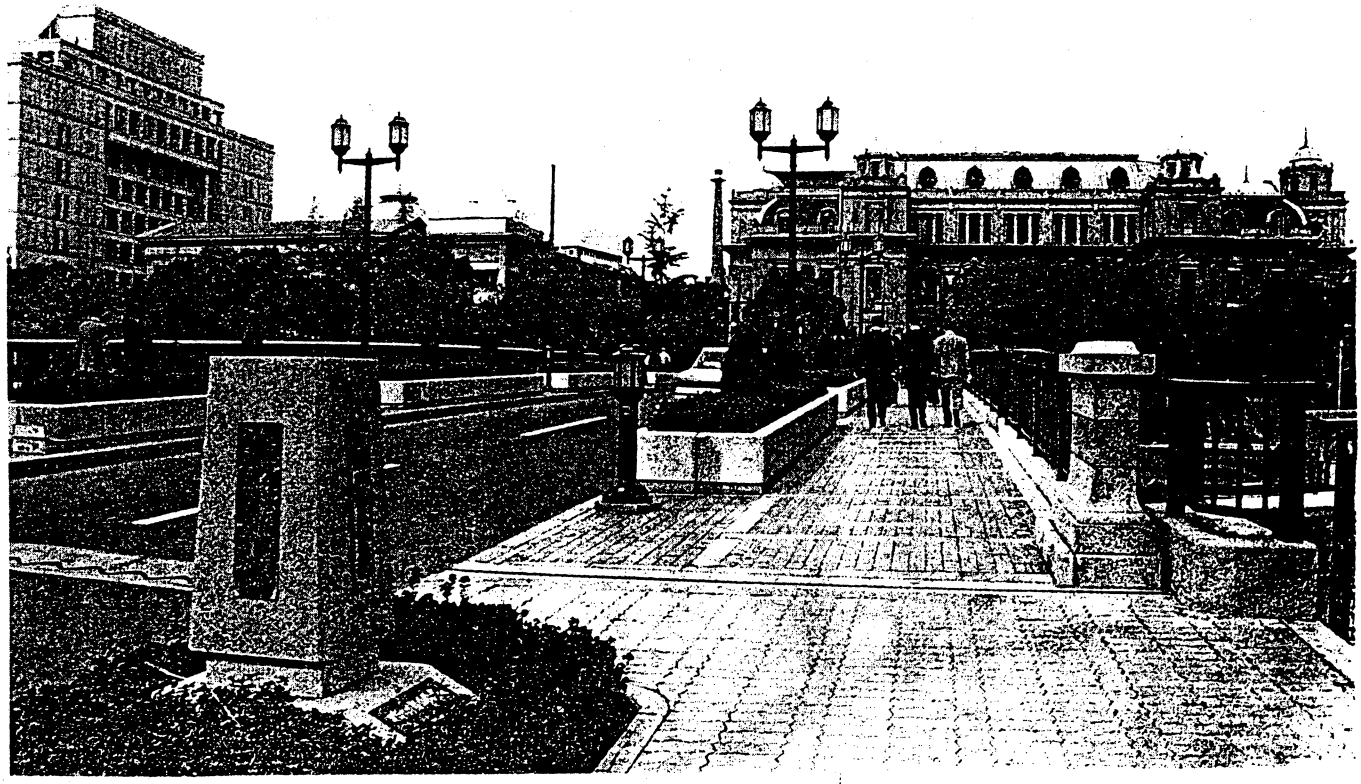


FIGURE 12 Sendan no Ki Bashi (Japanese Bead Tree Bridge), Osaka, Japan.

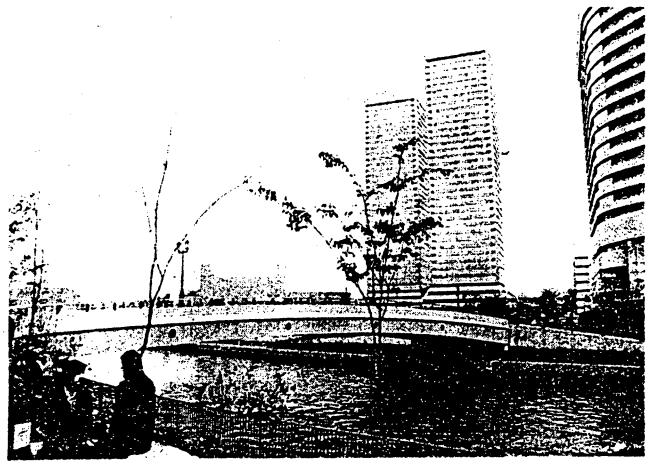


FIGURE 13 Osaka-jo Shin-bashi (New Bridge at Osaka Castle), Osaka, Japan.

Business Park, is designed to appear distinctly Japanese. Structurally, it consists of simple beams. Both sides, however, are covered with precast concrete walls tied to the bridge with brackets.

How far this postmodern tide should go is an unanswered question. If a place where a bridge lies has more than one notable quality, an anachronistic design may emerge. Hyakudai Bashi (Hundred Generation Bridge, Figure 14), built in 1986 in Soka, replicates the traditional form of a span of Kintai Bashi in Iwakuni, a famous wooden arch bridge. Surely it fits the line of old pine trees, planted along the Ayase River more than 200 years ago in the Edo Era, but the extreme retrospective style perplexes the viewer because there are modern buildings in the background. This solution would be right if the surrounding townscape were purely traditional.

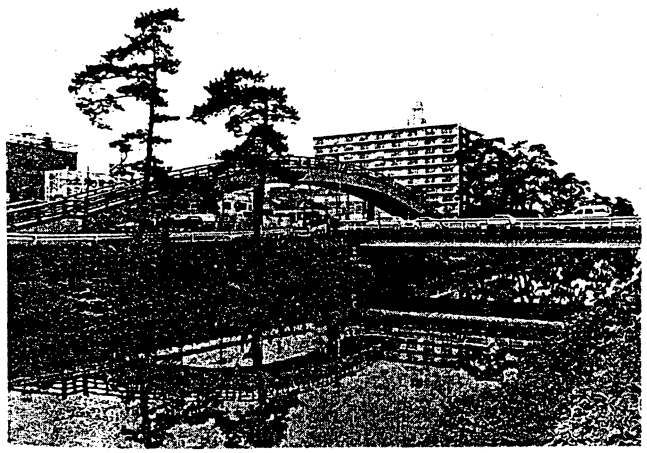


FIGURE 14 Hyakudai Bashi (Hundred Generation Bridge), Soka, Japan.

APPROACH FOR THE FUTURE

Aside from these independent examples, designed for specific locations in existing cities, a more systematic approach is needed in the planning and design of bridges for areas to be developed in the future. The following is an overview of a new approach taken for the design of a group of bridges in the planned extension area of Tama New Town. The planned bridges have not yet been constructed.

Basically, this approach is rather categorical, with the intention of extracting concepts for each bridge from the viewpoint of a regional and environmental context. It is influenced by the prevalent trends in bridge design, which determine their forms, avoiding whimsical structural inventions that are out of place.

The framework of the thinking process is outlined in Figure 15. It consists of a three-phase approach, with three steps in each phase:

1. The first phase approaches the problem from the standpoint of the theory of space recognition, to identify the locational characteristics of bridges and to establish design policies. Topological relationships among bridges are analyzed by means of abstract notions of point, line, and area.
2. The second phase adopts a set theory for the classification of environmental circumstances of specific bridges. It clusters bridges into several groups ac-

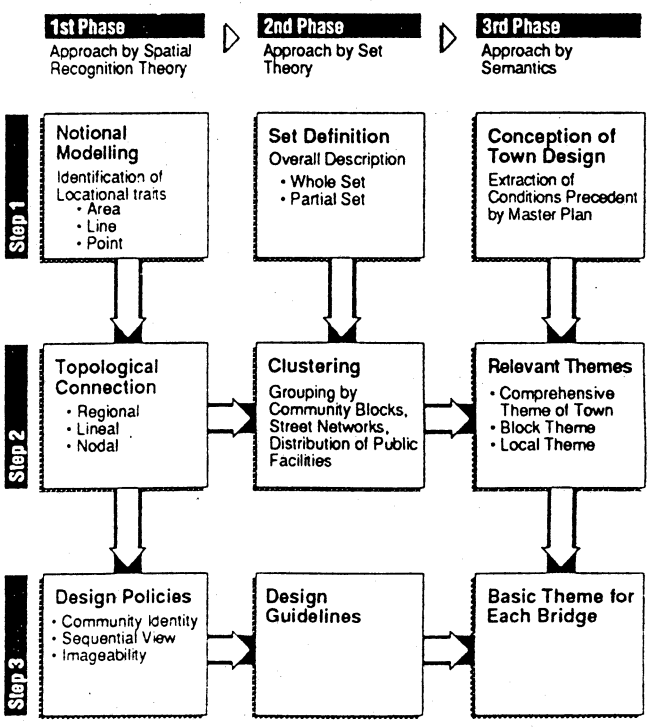


FIGURE 15 Framework of contextual approach (6).

cording to common properties to elucidate design guidelines.

3. In the third phase, a semantic approach is applied, extracting basic themes for each bridge from the concepts proposed in the master plan of the development project for the town.

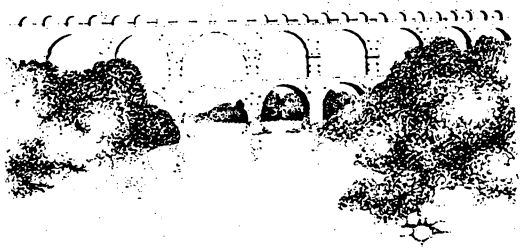
These approaches will be verified in the coming decades.

A bridge is not only a structure, but an entity signifying a wide range of meanings in the urban environment. Simmel stated that a bridge simultaneously denotes continuity and connotes separation of two sides (7). For the Japanese people, a bridge may also symbolize mental and spiritual values by its very existence. The word *hashi* in Japanese, meaning "bridge," also denotes the edge of something. The places spanned by bridges usually form domain boundaries of some sort in Japan (*8*).

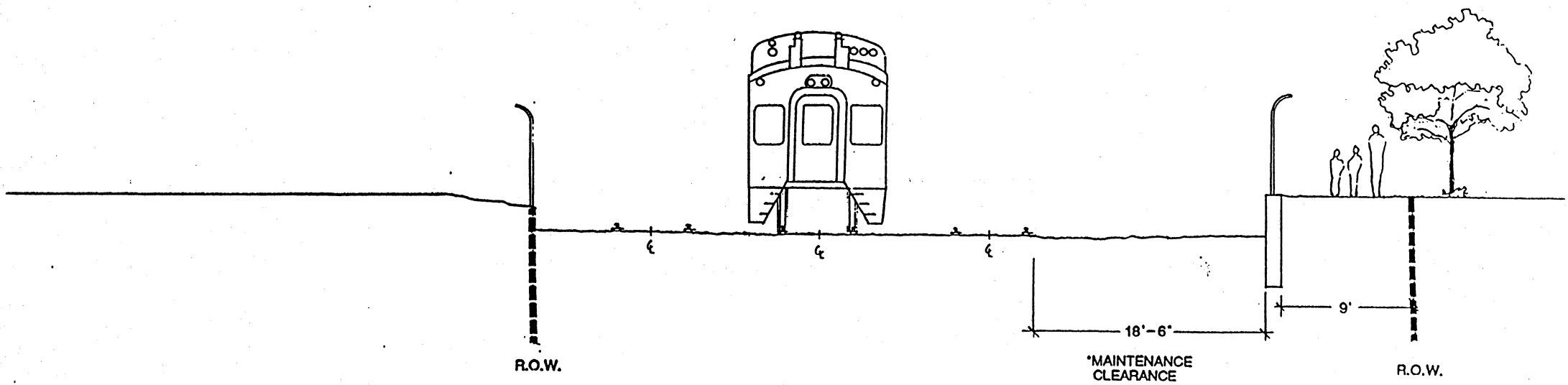
This property, that of a nodal point on a boundary, is another side of the spatial significance of a bridge. That is, a bridge functions not only as a passage, but also as a place where people meet each other. In premodern days, open spaces of bridgehead plazas mediated things and people, as shown in Figure 1. This humanized aspect of a bridge as a unique place in the urban space should again be taken into account in the design of its space and its form.

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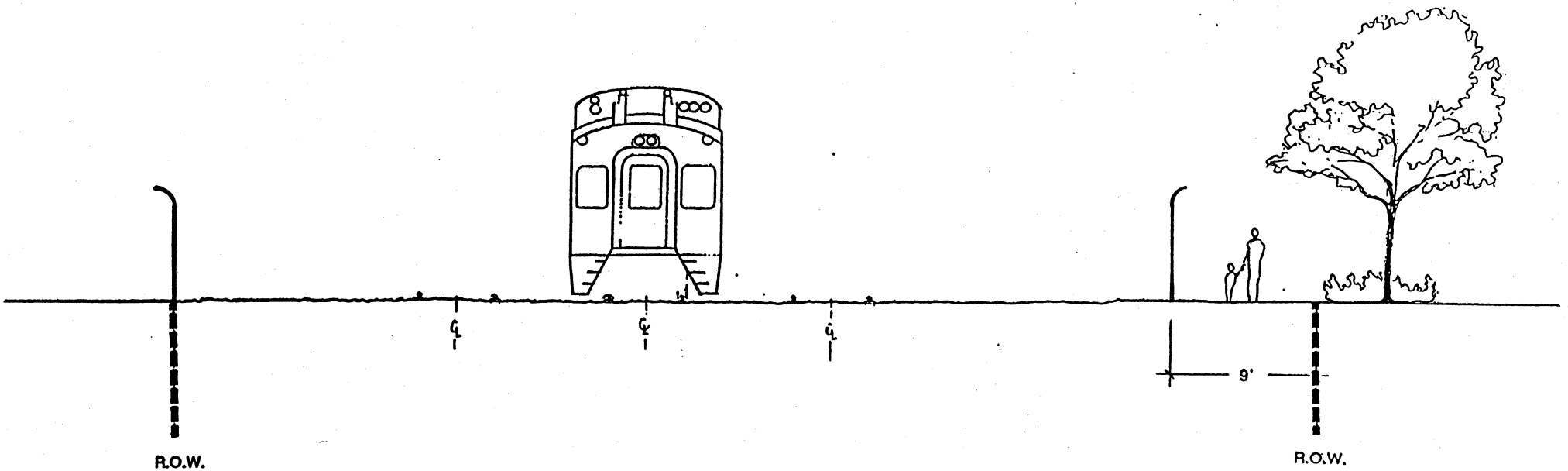


APPENDIX J



A RINDGE TOWERS
X-SECTION LOOKING WEST

(* IN ACCORDANCE WITH
MBTA STANDARDS AND GUIDELINES)



B SHERMAN STREET
X-SECTION WEST SIDE LOOKING WEST

(* IN ACCORDANCE WITH
MBTA STANDARDS AND GUIDELINES)

CCM-101

City of Cambridge

16.

IN CITY COUNCIL

~~August 1, 1994~~
August 4, 1994

VICE MAYOR RUSSELL
COUNCILLOR BORN
COUNCILLOR DUEHAY
COUNCILLOR MYERS
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU
COUNCILLOR WALSH

WHEREAS: There is a longstanding safety problem associated with people crossing and traveling along the MBTA's Fitchburg Division Commuter Rail Line in North Cambridge; and

WHEREAS: Many citizens of Cambridge have been striving for years to obtain safe pedestrian crossings over these railroad tracks; and

WHEREAS: This City Council has adopted many orders and resolutions as introduced by various members regarding the extremely hazardous conditions along this rail right-of-way; and

WHEREAS: The North Cambridge Railroad Safety Task Force, comprised of representatives from the North Cambridge Stabilization Committee, the Fresh Pond Apartments, Jefferson Park, Walden Square, City Departments, the MBTA and other interested residents, was formed by the Assistant City Manager for Community Development in early 1993 to address these issues and make recommendations for improving safety; and

WHEREAS; This Task Force, after meeting diligently over the past year and a half and with the aid of a consultant hired by the Community Development Department, has overseen the production of a report and endorsed recommendations for improving the safety conditions along the railroad corridor and improving mobility for all Cambridge residents in the area; now therefore be it

RESOLVED: That this City Council commends the North Cambridge Railroad Task Force, the City Manager and the staff of the Community Development Department for their cooperative effort in developing the recommendations contained in the report; and be it further

RESOLVED: That this City Council fully endorses the recommendations contained in the North Cambridge Railroad Safety Study Report, dated June 1994, and requests the City Manager to immediately seek commitments and funding from the MBTA and/or any other State of Federal Agencies for implementing these proposals; and be it further

RESOLVED: That the City Manager is requested to report back to this City Council by October 1, 1994 on the progress made towards implementing these recommendations.

In City Council August 4, 1994.
Adopted by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:- D. Margaret Drury

D. Margaret Drury,
City Clerk

City of Cambridge

16.

IN CITY COUNCIL

August 1, 1994

VICE MAYOR RUSSELL
COUNCILLOR BORN
COUNCILLOR DUEHAY
COUNCILLOR MYERS
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU
COUNCILLOR WALSH

WHEREAS: There is a longstanding safety problem associated with people crossing and traveling along the MBTA's Fitchburg Division Commuter Rail Line in North Cambridge; and

WHEREAS: Many citizens of Cambridge have been striving for years to obtain safe pedestrian crossings over these railroad tracks; and

WHEREAS: This City Council has adopted many orders and resolutions as introduced by various members regarding the extremely hazardous conditions along this rail right-of-way; and

WHEREAS: The North Cambridge Railroad Safety Task Force, comprised of representatives from the North Cambridge Stabilization Committee, the Fresh Pond Apartments, Jefferson Park, Walden Square, City Departments, the MBTA and other interested residents, was formed by the Assistant City Manager for Community Development in early 1993 to address these issues and make recommendations for improving safety; and

WHEREAS; This Task Force, after meeting diligently over the past year and a half and with the aid of a consultant hired by the Community Development Department, has overseen the production of a report and endorsed recommendations for improving the safety conditions along the railroad corridor and improving mobility for all Cambridge residents in the area; now therefore be it

RESOLVED: That this City Council commends the North Cambridge Railroad Task Force, the City Manager and the staff of the Community Development Department for their cooperative effort in developing the recommendations contained in the report; and be it further

RESOLVED: That this City Council fully endorses the recommendations contained in the North Cambridge Railroad Safety Study Report, dated June 1994, and requests the City Manager to immediately seek commitments and funding from the MBTA and/or any other State of Federal Agencies for implementing these proposals; and be it further

RESOLVED: That the City Manager is requested to report back to this City Council by October 1, 1994 on the progress made towards implementing these recommendations.

CHARTER RIGHT EXERCISED BY COUNCILLOR TOOMEY

J. M. Russell

16

PROPOSED CITY COUNCIL RESOLUTION
Dealing With
THE NORTH CAMBRIDGE RAILROAD SAFETY STUDY

WHEREAS: There is a long standing safety problem associated with people crossing and traveling along the MBTA's Fitchburg Division Commuter Rail Line in North Cambridge; and

WHEREAS: Many citizens of Cambridge have been striving for years to obtain safe pedestrian crossings over these railroad tracks; and

WHEREAS: This City Council has adopted many orders and resolutions as introduced by various members regarding the extremely hazardous conditions along this rail right-of-way; and

WHEREAS: The North Cambridge Railroad Safety Task Force, comprised of representatives from the North Cambridge Stabilization Committee, the Fresh Pond Apartments, Jefferson Park, Walden Square, City Departments, the MBTA, and other interested residents, was formed by the Assistant City Manager for Community Development in early 1993 to address these issues and make recommendations for improving safety; and

Whereas: This Task Force, after meeting diligently over the past year and a half and with the aid of a consultant hired by the Community Development Department, has overseen the production of a report and endorsed recommendations, summary attached, for improving the safety conditions along the railroad corridor and improving mobility for all Cambridge residents in the area;

Now Therefore Be It Resolved:
That this City Council commends the North Cambridge Railroad Task Force, the City Manager, and the staff of the Community Development Department for their cooperative effort in developing the recommendations contained in the report; and

Be It Further Resolved:
That this City Council fully endorses the recommendations contained in the North Cambridge Railroad Safety Study Report, dated June 1994, and requests the City Manager to immediately seek commitments and funding from the MBTA and/or any other State or Federal Agencies for implementing these proposals; and

Be It Further Resolved:
That the City Manager is requested to report back to this City Council by October 1, 1994 on the progress made towards implementing these recommendations.

CCM-101

City of Cambridge

16.

IN CITY COUNCIL

August 1, 1994

VICE MAYOR RUSSELL

WHEREAS: The North Cambridge Railroad Safety Committee has submitted a report regarding the Railroad Crossings in the North Cambridge Area; and

WHEREAS: Part of the report deals with the repair and rehabilitation of the tunnel at Yerxa Road and Pemberton Street, which goes under the tracks and exits at Richdale Ave; and

WHEREAS: The MBTA has agreed that this should be one of the first priorities; now therefore be it

RESOLVED: That the City Council requests our State Legislative Delegation to explore funding for this project so that it may be started as soon as possible.

S-367

Consent Order #16

Vice Mayor Russell re: Report from ther North Cambridge Railroad Safety Committee.

8/4/94 - VM Russell made a motion to accept report submitted by City manager as agenda #16 - report accepted on a voice vote
Order adopted

In CIty Council August 1, 1994

Charter right exercised by Toomey.